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No. 22,187 號七拾捌百壹千貳萬第 日四廿月年巳己 HONG KONG, WEDNESDAY, AUGUST 28, 1929. 叁拜禮 日捌廿月捌年九廿百九千壹萬 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after August 8th, 1929, until further Notice (all previous
Time Tables cancelled.)

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 M.
Kowloon Dep.	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40	1.55	2.10	2.25
Yau Ma Tei Dep.	8.49	9.04	9.19	9.34	9.49	10.04	10.19	10.34	10.49	11.04	11.19	11.34	11.49	12.04	12.19	12.34	12.49	1.04	1.19	1.34	1.49	2.04	2.19	2.34
Shatin Dep.	7.01	7.16	7.31	7.46	8.01	8.16	8.31	8.46	9.01	9.16	9.31	9.46	10.01	10.16	10.31	10.46	11.01	11.16	11.31	11.46	12.01	12.16	12.31	12.46
Tai Po Dep.	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00
Market Dep.	7.20	7.35	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05
Fanning Dep.	7.30	7.45	7.60	7.75	7.90	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35
Shenung-shui Dep.	7.35	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05	1.20
Shum-chun Arr.	7.41	7.56	8.11	8.26	8.41	8.56	9.11	9.26	9.41	9.56	10.11	10.26	10.41	10.56	11.11	11.26	11.41	11.56	12.11	12.26	12.41	12.56	1.11	1.26
Canton Arr.	12.05	12.20	12.35	12.50	13.05	13.20	13.35	13.50	14.05	14.20	14.35	14.50	15.05	15.20	15.35	15.50	16.05	16.20	16.35	16.50	17.05	17.20	17.35	17.50

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 M.
Canton Dep.	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40	1.55
Shum-chun Dep.	7.17	7.32	7.47	7.62	7.77	7.92	8.07	8.22	8.37	8.52	9.07	9.22	9.37	9.52	10.07	10.22	10.37	10.52	11.07	11.22	11.37	11.52	12.07	12.22
Shenung-shui Dep.	7.25	7.40	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10
Fanning Dep.	7.30	7.45	7.60	7.75	7.90	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35
Market Dep.	7.40	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25
Tai Po Dep.	7.44	7.59	8.14	8.29	8.44	8.59	9.14	9.29	9.44	9.59	10.14	10.29	10.44	10.59	11.14	11.29	11.44	11.59	12.14	12.29	12.44	12.59	1.14	1.29
Shatin Dep.	7.57	8.12	8.27	8.42	8.57	9.12	9.27	9.42	9.57	10.12	10.27	10.42	10.57	11.12	11.27	11.42	11.57	12.12	12.27	12.42	12.57	1.12	1.27	1.42
Yau Ma Tei Dep.	8.11	8.26	8.41	8.56	9.11	9.26	9.41	9.56	10.11	10.26	10.41	10.56	11.11	11.26	11.41	11.56	12.11	12.26	12.41	12.56	1.11	1.26	1.41	1.56
Kowloon Arr.	8.17	8.32	8.47	8.62	8.77	8.92	9.07	9.22	9.37	9.52	10.07	10.22	10.37	10.52	11.07	11.22	11.37	11.52	12.07	12.22	12.37	12.52	1.07	1.22

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THE GRAND OLD MAN OF JOURNALISM.

"C.P.S." OF THE "MANCHESTER GUARDIAN" RETIRED.

A CHAT ON ANGLO-AMERICAN RELATIONSHIPS.

WHAT COMMUNISM HAS DONE FOR RUSSIA.

[By HENRY T. RUSSELL, United Press Staff Correspondent.]

MANCHESTER.—England's Grand Old Man of Journalism, C. P. Scott, otherwise affectionately known as "C.P.S.," sat up in the bed to which he was confined by a "slight cold in the head" and for one hour, in machine-gun like fashion, used his fifty-seven years of experience as editor of the *Manchester Guardian*, to parry United Press questions on world affairs.

Only on the subject of Anglo-American relations did the veteran editor abandon temporarily what amounted to an almost "defensive attitude" against being interviewed. Then, for a few moments he became comparatively expansive.

Tribute to U.S.A.

"War between the United States and Great Britain? I don't think public opinion would tolerate it. At least not here. Jealousy between the two countries? Ah! Well," he hesitated for a moment then.

"We in Britain," he said slowly, "must make up our minds that the United States is already the biggest power in the world. Of course the problem that arises from that is: How is America going to use her power?"

At this point he paused. Then he continued:

"She can build ships, of course. Well, let her build them. Let her build as many as she likes. In fact the more the better because if there should ever be another real conflict throughout the world we should be on the same side. That is why Anglo-American relations are or at least should be, so dominant to-day. That, and because we are the two great pacific nations of the world."

Written Agreements.

"But I don't believe Anglo-American co-operation should be arrived at by means of written agreements. I don't believe in them. All this must rest upon a moral basis."

Then, as though anticipating a challenge he added quickly, with a smile:

"Yes. There is the Kellogg Pact. It was a great moral gesture and undoubtedly it will have its effect. But it is only moral. It would be quite another thing to reach an agreement on the number of ships."

Early in the conversation and despite his free use of a kindly smile, "C.P.S." already showed signs of making desperate efforts to maintain his reputation: "That of a man preferring written action to the spoken word. Several times, with an air of resignation which would have delighted his friend Bernard Shaw, he covered the upper part of his face with one hand leaving exposed a head of white hair and a white beard somewhat Shavian in appearance. It seemed to be his way of concealing an air of repressed impatience.

"Obviously!"

Indeed, as soon as the kindly old gentleman—"C.P.S." will be 83 in October—had expressed some of his opinions on Anglo-American relations, he showed his reluctance at being interviewed by a number of unexpansive replies.

"Obviously," he replied doggedly when desiring to be placed on record as having answered a question in the affirmative. But, when apparently aggravated by suggestions with which he disagreed: "Obviously not," he said in a tone of finality which sounded like G. B. Shaw refusing to be interviewed by an American reporter. "What about the 'Sui TAI'?" he was asked after several other questions had been put unsuccessfully. "The 'Sui TAI'?" he said, "What about it?" parried the man whose editorials on the subject have probably more effect on the English public than that of any other British writer. But finally, after an awkward silence he added:

A Gain to Russia.

"Communism was undoubtedly a great gain to Russia. It rid her of a purely autocratic system." Asked if he thought Communism would ever spread to England he immediately and emphatically replied in the negative.

"Not the slightest chance," he said, "because it implies to begin with a war of classes which is entirely antipathetic to the English people."

Questioned with regard to the effects of the world war and the prospects of future peace he declared that in his opinion the war had done any good to anybody. On the contrary, he said, it had done a great deal of harm to "almost all of us."

"But I don't mean to say that under the circumstances that the war was not necessary," he continued. "It was. It was necessary to remove the danger which was undoubtedly present in those days. This arose from a militaristic peril in Germany at that time and from the imbecility of that man who was most influential at that time in that direction."

"Obviously, however, the danger as it existed then exists no longer." League of Nations.

The League of Nations, he went on to say, would help toward the maintenance of peace throughout the world. Understanding between Britain and America should also help very greatly, he added. "C.P.S." was born at Bath—reputed to contain some England's finest specimens of Roman relics—October 28, 1846. He became editor of the *Manchester Guardian* in 1872. Later he also took up the duties of Governing Director of that institution.

During the fifty-seven years he spent "editorialising" for his great paper, he became acquainted with innumerable personalities from all walks of life. He has met probably more Prime Ministers of England than any other living man. He still remembers dining with Gladstone and being impressed with his "most extraordinary face. The face of an eagle, with its beautiful, large, expressive eyes."

President Wilson.

In those days, he explained to the correspondent, the Liberal party in the House included the Labour party. There were only 40 Labour members.

During the war, when the late President Wilson passed through England on his way to the Peace Conference in Paris, C.P.S. spent an hour with him.

"I was much charmed with him," he said recalling his impression of the President. "I loved his friendliness, his simplicity and his perfect sincerity. Especially did he strike me as being absolutely sincere."

"The great mistake he made, if I may say so, was to have come over here. In my opinion he should have stayed at home and directed operations from there. It would have left him in a stronger position."

"C.P.S." has two hobbies, golfing and cycling. To this day and despite his advancing age he still enjoys a daily bicycle ride unless the streets are too slippery. "I take all my exercise on my bicycle," he said as he bid good-bye to the correspondent.

"You can get further with a cycle than you can on foot. Besides," he concluded smiling wistfully, "you can see over the hedges. And that is sometimes far more amusing."

Diary of Coming Events.

To-day.

(August 29.)

Luen Steamship Co., Ltd. (in voluntary liquidation), meeting of creditors, Chartered Bank Building, noon.

Water Polo: China "A" v. K.O.S.B. "A", V.R.C., 5.30 p.m. Queen's Theatre: "None but the Brave."

World Theatre: "The Cardboard Lover."

Star Theatre: "Fazil."

Dinner Dances: H.K. Hotel and Peninsula Hotel, 8.30 p.m.

Tides:—High: 2.24 a.m. and 5.01 p.m.; Low: 10.16 p.m. and 8.12 p.m.

Thursday.

(August 30.)

Y.M.C.A. Flannel Dance: Open to Ladies, 9 p.m.

Queen's Theatre: "Dream of Love."

World Theatre: "Odette."

Star Theatre: "The Villa by the Sea."

Dinner Dances: H.K. Hotel, Peninsula, and Repulse Bay Hotels, 8.30 p.m.

Tides:—High: 3.33 a.m. and 7.03 p.m.; Low: 12.04 p.m. and 9.14 p.m.

European Mails:—Inward: Europe via Suez (Karmale).

Friday.

(August 31.)

Christian Fellowship Meeting, Helena May Institute, 10.30 a.m.

Queen's Theatre: "Dream of Love."

World Theatre: "Odette."

Star Theatre: "The Villa by the Sea."

Dinner Dances: H.K. Hotel, and Peninsula Hotel, 8.30 p.m.

Tides:—High: 4.48 a.m. and 8.19 p.m.; Low: 1.12 p.m. and 10.53 p.m.

Saturday.

(August 31.)

Queen of the Netherlands born 1839.

Baseball: Hong Kong v. Kioas. Lawn Bowls:—Division 1: Tai-koo v. Police, Civil Service v. Kowloon, Recreation v. Bowling Green.

Kowloon Docks v. Craigengower. Division II: Craigengower v. Tai-koo, Kowloon C.C. v. Civil Service.

Bowling Green v. Hong Kong Electric, Yacht Club v. Recreation.

Queen's Theatre: "Dream of Love."

World Theatre: "Odette."

Star Theatre: "The Villa by the Sea."

Tea Dances: Hong Kong Hotel, and Peninsula Hotel, 4.30 p.m.

Dinner Dances: Repulse Bay Hotel, 8.30 p.m.

Tides:—High: 5.58 a.m. and 9.03 p.m.; Low: 1.59 p.m.

European Mails:—Outward: Europe via Marseilles (Kashmir), 10.30 a.m.

Sunday.

(September 1.)

Fourteenth Sunday After Trinity.

Baseball: Japanese v. Filipinos. Tea Dance: Repulse Bay Hotel, 4.30 p.m.

Tides:—High: 7.03 a.m. and 9.24 p.m.; Low: 12.18 a.m. and 2.38 p.m.



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LONDON'S AERO SHOW.

A VERY REPRESENTATIVE DISPLAY.

It is doubtful whether the International Aero Exhibition at Olympia could possibly have been held at a more opportune time (says a London writer). London's season is at its height so that there are numerous attractions to interest the large number of visitors from Overseas apart from the Show itself. Many of them, too, took the opportunity of seeing the magnificent Aerial Pageant at Hendon where some of the aircraft to be examined at close quarters at Olympia were to be seen "on their lawful occasions."

More than 70 aircraft are on view besides aero engines, accessories and components and apart from the wide representation of the British aircraft industry, France, Germany and Italy are staging collective exhibits while America, too, is represented.

Some Historic Machines.

It is certainly the first time that the general public have been able to examine at close quarters machines of whose exploits they have read with enthusiasm in their daily papers. Over the Fairway stand the actual monoplanes which flew non-stop from England to India in under 48 hours. Over 1,000 gallons of petrol can be stored to the wings from which the fuel feeds to a tank in the floor of the fuselage, whence it is pumped to the engine.

Another historical machine on view is the Short "Singapore" flying-boat on which Sir Alan Cobham made his 20,000 mile Round Africa Survey Flight. It has been slightly modified since that flight as the hull has been lengthened while Rolls-Royce H. 10 engines are now fitted in place of the original "Condors."

The Schneider Trophy winner of 1927 is naturally attracting a great deal of attention and for sheer grace of line it is doubtful whether it can ever be excelled.

The Vickers Victoria has earned public recognition as the type of machine most used to rescue some 600 people from Afghanistan and transport them safely into India during last winter's disturbances. During these operations 83 flights were made representing a total of 33,000 miles.

Well-Known on the Airways.

The English version of the famous Fokker F7 monoplane, the Avro 10, constructed under licence at Manchester, is an outstanding production. It is a type which is used by the Dutch, Swiss, Italian and Canadian air lines and has more recently been selected for passenger and freight traffic by Australian National Airways, Ltd., who have ordered four "Avro 10's" for the new service between Brisbane and Sydney.

Fitted with three Armstrong Siddeley Lynx engines this machine has accommodation for eight passengers in a comfortably equipped cabin. The wing is of cantilever construction and is built in one unit. It is entirely of wood, covered with plywood and there is no internal or external bracing.

The petrol tanks are carried inside the wing. The undercarriage is in two halves, each consisting of two steel tubes hinged to the side of the fuselage, and a long vertical buffer strut, the upper extremity of which is attached to the outboard engine bearer. There is no transverse axle and the wheels have a very wide track. The shock absorbing medium is rubber, whose resilience can be increased or reduced by removing or adding rubber rings.

Some of the Smaller "Fry."

Designed for service use with submarines and actually able to fold its wings and be stored in a special compartment on board a submarine is the Parnall "Peto." This is a two-seater reconnaissance biplane with a full speed performance of 113 m.p.h. at sea level and a range of 250 miles. Provision is made for it to be catapulted and it can be launched from, or stored in, its base in an exceedingly short space of time. A short-wave wireless transmitting and receiving set is carried.

The Genet Major Avian with steel fuselage is the latest model of this light aeroplane and has a top speed of over 100 m.p.h. and a cruising speed of 60 m.p.h. The steel fuselage is exceptionally strong and rigid and requires the minimum of maintenance. A very wide split axle undercarriage is fitted which permits the machine to be landed safely on uneven ground and to be taxed rapidly and maneuvered in a high wind.

A Fine Range of Engines.

The Genet Major engine comes of the same stock as the famous Armstrong Siddeley Lynx and Jaguar types and, together with the Jaguar Major and Lynx Major, is a new engine. It is a 5-cylinder of 100 h.p. and embraces all the latest Armstrong Siddeley improvements including the new streamlined cylinders.

The other engines shown are the 700 h.p. 14-cylinder Leopard, the 480 h.p. 14-cylinder Jaguar, the 215 h.p. 7-cylinder Lynx, the 150 h.p. 5-cylinder Mongoose and the 80 h.p. 5-cylinder Genet. All these are of the aircooled radial type, a useful feature being that the cylinders, pistons and many other parts of the Jaguar, Lynx and Mongoose are identical, the difference in power being obtained by varying the number of cylinders used. This is obviously an important point because it is possible for any organisation requiring full and varied equipment for a number of different purposes to specialise in Armstrong Siddeley engines and thus economise in the number of spare parts carried and in the outlay and experience required for the care and maintenance of these engines.

It is noteworthy that the 7-cylinder Lynx engine is used on two of the most important Swiss Air lines, one new French Air line and on the Dutch East Indies postal service.

A 1,000 H.P. Power Unit.

One of the largest and most powerful types of aero engine ever built is the Sunbeam-Costalton "Six" Series 111. This is a twelve cylinder Vee type water-cooled engine with a rated power at normal speed of 1,000 b.h.p. The 12 cylinders are separate units, the barrels turned from carbon steel billets with cast steel heads screwed and welded to the barrels, and each cylinder has two inlet and 2 exhaust valves operated by push rods, the camshaft being located in the crankcase. The steel water jackets are welded to the cylinder barrels, and a special feature is the separate jacket welded to each barrel below the joint face flange, the cylinders being deeply registered into the crankcase to reduce vibration.

It is interesting to recall that 10 years ago the British airship R34 accomplished the outward and return flights across the Atlantic, a total distance of some 7,000 miles in 132 flying hours. The airship was equipped with five Sunbeam-Costalton "Manri" engines, each of 275 h.p. and their behaviour throughout the flight evoked a special message of appreciation from the Admiralty.

Famous Products From Derby.

Rolls-Royce, Ltd., commenced the production of aero engines during the war including the "Hawk," "Falcon," and "Eagle" and these proved so successful that at the Armistice, the Rolls-Royce engines in the possession of the Royal Air Force totalled over 1,000,000 h.p.

After the war the company steadily developed the "Condor" series of water-cooled engines culminating in the latest types known as the "E" and "H." The latter is an enlarged version of the "F" type with a normal output of 825 h.p. compared with the other's 480 h.p. Otherwise it is almost identical in appearance and construction. The object of the design of the "F" type was to produce an engine having a low fuel consumption, together with a reduced frontal area, the latter feature enabling the streamlining of the fuselage to be carried out more effectively and consequently reducing the air resistance of the machine and enabling a greater speed to be obtained for a given power. It is believed that the fuel consumption figures are lower than for any other standard aero engine of equal power.

(Continued on next Column.)

MOTOR NOTES

VINDICATION OF AN EX-ARMY OFFICER.

GRAVE MOTORING CHARGE DISMISSED.

Captain Reginald Walter Sebright, aged forty-one, a retired officer of the Dragoon Guards, and stated to be a brother of a former equestrian to the Prince of Wales, was acquitted at Derbyshire Quarter Sessions of a charge of being drunk in charge of a motor-car at Matlock.

The prosecution alleged that Captain Sebright, after driving in Matlock at from forty to fifty miles an hour, knocked down a boy cyclist, rendering him unconscious.

Captain Sebright came back to the boy, and insisted on driving him to an hotel and not to a hospital.

Police Allegations.

Captain Sebright's language, it was alleged, was such that he could not be, in a normal state, and his companion remonstrated with him.

He paid little attention to the unconscious boy, and had to be persuaded to let some one drive him to Smedley's Hydro, where he was staying.

Police evidence was that Captain Sebright was drunk, and attempted to buy drinks for policemen.

Captain Sebright said in evidence that he lived at Gloucestershire, London. He had five glasses of beer within a little over an hour on the afternoon of the accident, but that had no effect on him. He emphatically denied being drunk.

It was a wild night, and he could not see the cyclist until within seven or eight feet. He applied the brakes so firmly that the car skidded. The cyclist was riding so slowly that he could not keep a straight course.

The accident upset him, and when he reached the hotel some one gave him two strong whiskies and a soda.

Making Conversation Easy.

A very instructive exhibit demonstrating instruments for aerial navigation and such like is staged by Kelvin Bottomley & Baird, Ltd., of Glasgow. As its name implies this firm carries on the traditions of its founder, Lord Kelvin, and its association with aviation dates back to the early days of Gossamer, Latham and others who used K.B.B. aero compasses on their primitive machines. Alcock and Brown in the first successful trans-Atlantic flight navigated by means of special compasses supplied by this firm.

An efficient means of communication between the pilot and his observer or passenger, permitting conversation to be carried on without disturbance from extraneous noises, is displayed on this stand in the form of the new "Brown" aero megaphone. The sound waves are transmitted to the inner ear through the thin bony structure of the skull above the listener's ears, and the instrument solves the problem of a real loud speaking telephone for use under the most adverse conditions.

Another ingenious instrument shown is the K.B.B. vibrometer, for investigating vibration problems in connection with high speed rotary engines.

Information for the Owner Pilot. It is a sign of the times that the world's largest motorists' organisation, the Automobile Association, boasting over 400,000 members, has opened a department which will cater for the aeroplane private owner in the same comprehensive way that it has in the past assisted the motor owner.

Special route maps for flying are available while maps for any journey can be prepared to order with information concerning the best routes, aerodromes and their facilities. A.A. message bags have been authorised which can be dropped at approved roadside telephone boxes in the country. This enables the pilot, without landing, to have messages telephoned so that road transport, fuel or other requirements may be awaiting him at any landing ground. It also enables urgent notification of change of plans to be wired or telephoned.

66 MILES ON 1 GALLON OF GAS.

Walter Critchlow, 1809 B St., Wheaton, Ill., U.S.A., has patented a Vapor Moisture Gas Saver and Carbon Eliminator for all Autos and Engines that beats any ever got out.

Old Fords report as high as 66 miles on 1 gallon. New Fords 55. Other makes report amazing increases of 1 to 4 more.

Mr. Critchlow offers to send 1 to introduce. He also wants County and State Agencies everywhere to make \$250 to \$1,000 per month. Write him in English to-day. W. Critchlow, 1809 B St., Wheaton, Ill., U.S.A.

TWO FIRES AND ONE SMALL BRIGADE.

Many a man has lain awake pondering the problem of how to be in two places simultaneously.

One of the chief advantages of a corporate body is that it is able to divide up its members, and thus to overcome the difficulties of the individual. The only hampering consideration is in cases where some article, which, by force of circumstances, cannot be duplicated, is needed to serve the requirements of two or more sections at once.

Take, for example, the case of a rural fire brigade, whose resources will not admit of the purchase of more than one fire engine. It frequently happens that a serious conflagration has been kindled, but it would be the height of folly to abandon the hot debris for some hours without taking precautions against the outbreak re-occurring. At the same time, anyone can realise the disadvantage of having the brigade and engine indefinitely delayed away from the fire station, if their presence is not actually required, as there is always the possibility of a second call from another part of the district.

Trailer Fire Pump.

A plan which many brigades have therefore adopted, is the acquisition of a trailer fire pump. This piece of apparatus, costing considerably less than a self-propelled machine of equal quality and output, is within the financial abilities of most fire-fighting organisations, and virtually constitutes a second fire engine.

For travelling to the scene of action, it is towed behind the principal engine, or any other vehicle, or it may be hauled by hand, and, on arrival can be immediately put to work, augmenting the output. When, later, the fire has been subdued, the majority of the brigade can return to the station leaving one or two of their members, with the trailer, to make sure that the ruins—which must always be regarded as potential fuel—do not again burst into flame, negating all the work hitherto accomplished.

When a safe period has elapsed, the fire engine—or, indeed any available vehicle—can be sent out to retrieve both men and appliances that have been left on guard.

A trailer pump of the type referred to, is made by the English

STAR APPOINTMENT.

The Star Motor Co., Ltd., of Wolverhampton, have arranged with Messrs. John Burns & Co., Ltd., of Auckland, New Zealand, to act as their agents for the Star "Flyer" chassis for the whole of New Zealand, and a batch of "Flyer" chassis have been shipped to them.

The "Flyer" has been well received in New Zealand, as is evidenced by repeat orders being received from users in that territory.

firm of Dennis Bros., Ltd., of Guildford, who are known, the world over, as fire engine manufacturers of excellence.

In the Colonies.

The Dennis Trailer Pump is being used as an auxiliary to their fleet of larger engines by many of the principal fire brigades overseas as well as in England, amongst the former being the brigades of Cairo, Calcutta, Christchurch, N.Z., Colombo, Johore, Karachi, Madras, Okhama, N.Z., Selangor, Shanghai, Sierra Leone, Singapore, Tokio, Wellington, N.Z., Zanzibar, etc., etc. It is also being adopted by the smaller towns and villages who are unable to afford the luxury of a self-propelled vehicle, and yet realise that obsolete plant must be replaced by up-to-date fire-fighting appliances.

This highly efficient and mobile machine is also employed for protecting from fire His Majesty's dockyards and aerodromes, and large works like those of the Imperial Chemical Industries, Ltd., Avon Rubber Co., William Beardmore & Co., Ltd., Peek Frean & Co., Ltd., Nobel's, Ltd., etc., as well as many of the stately homes of England.

Messrs. Dennis Bros' trailer has an output of 500 gallons per minute at the very useful working pressure of 125 lb. per sq. in.; light and easily manoeuvred by hand, if necessary, it can readily be put to work in a position that would be inaccessible to a full-sized appliance.

It is this last qualification—coupled, of course, with its absolute dependability—that has made it so popular with brigades overseas whose jurisdiction covers native quarters where the narrow streets and alleyways, the delight of the artist, are anathema to the fire chief who has business of a peculiarly urgent nature to perform.

WILLYS KNIGHT CARS & TRUCKS.

SHOWROOM "DURO" MOTOR CO., LTD.
SERVICE STATION NATHAN ROAD, KOWLOON.
DISTRIBUTORS:—GILMAN & CO., LTD.

RULING WELCOMED BY CAR OWNERS.

DON'T DIVULGE YOUR INSURANCE.

London.—Car owners welcomed the important decision of Judge Moore in Southwark County Court, S.E., relating to their position under the knock-for-knock system. Under this insurance companies go halves in the payment of claims regardless of which side is to blame for an accident.

For example, an owner of a motorcar, A, hits a car belonging to B. It does not matter whose fault it was. If A and B are both insured the two companies concerned split the claim on a 50-50 basis.

This is convenient for the insurance companies as it enables them in many cases to avoid the expense of litigation. But it is by no means satisfactory for the car owner who is involved in an accident for which he is in no way to blame. He is not only put to unnecessary trouble and delay, but he may also lose the no-claim bonus to which his policy entitles him.

Need Not Be Divulged.

If, however, he refuses to disclose the name of his insurance company when making a claim for damages it is obvious that the knock-for-knock principle cannot be operated.

It has now been made perfectly clear in a court of law that a car owner when making a claim for damages need not divulge the name of his insurance company unless he desires to do so.

This decision was given in the case against Messrs. J. Sainsbury, but actually contested by a firm trading as the "Bell" Assurance

Company, with whom Messrs. Sainsbury's motor-vans are insured.

It was admitted that Sainsbury's van damaged the plaintiff's car, but the "Bell" Assurance Company refused to pay unless the plaintiff disclosed the name of the company with whom his cars were insured. He declined to do so.

He said that it was no business of the defendants whether he was or was not insured, or with whom he was insured. His car had been damaged, and he had been put to great inconvenience.

Iniquity Long Felt.

As already stated, Judge Moore gave judgment for the plaintiff. When applied to cases where people are equally to blame, the knock-for-knock principle is no doubt reasonable. But the iniquity of applying it to cases where one party is not in any way to blame has long been felt by motorists.

Car owners should think very carefully before divulging the name of their insurance companies, and they now have the satisfaction of knowing that there is no need for them to do so unless they are willing to furnish the information.

An official of the Royal Automobile Club said:

"I am glad someone has brought the matter to court. We are being asked continually by motorists if it is necessary for them to divulge the names of insurance companies when they are making a claim for damages. We have always advised them not to do so if they are satisfied they are not to blame."

Everybody says it's the Outstanding Chevrolet of Chevrolet History

Spectacular as Chevrolet's achievements have been in the past— notable as its engineering triumphs have proved themselves to be— this remarkable New Chevrolet dwarfs every previous conception of Chevrolet accomplishment.

And not only does it introduce into the low-price field an entirely new measure of performance, comfort, beauty, and style, but it is sold at prices so amazingly low as to alter every previous conception of motor car value.

See this new car—ride in it—and you will be just as enthusiastic in your praise of it.

THE HONGKONG HOTEL GARAGE.

READY FOR DELIVERY

Tourer ... G. \$790. Sedan ... G. \$980.
Roadster ... G. \$780.
1½ ton Truck Chassis ... G. \$755.

The new Chevrolet Phaeton. The top can be easily and quietly lowered.



MOTOR NOTES.

STUDEBAKER
"EIGHTS."UNITING PLANES AND
PULLMANS.48-HOUR COAST-TO-COAST
SERVICE.

A fleet of Studebaker President Eights formed the link uniting planes and Pullmans in the United States when the Pennsylvania and Santa Fe Railroads, allied with the Transcontinental Air Transport, introduced a 48-hour coast-to-coast passenger service, July 8. Colonel Charles A. Lindbergh inaugurated the system when he left Los Angeles on the first eastbound flight.

Eleven President Cabriolets and one President State Sedan have been purchased by the Transcontinental Air Transport. The cabriolets will be used with specially built Aero-Cars to carry passengers between airports and downtown sections at "ports of call" for the planes.

Light and Comfortable.

One of the President Cabriolets, with Aero-Car trailer, will be stationed in each of the following cities—Los Angeles; Kingman, Arizona; Winslow, Arizona; Albuquerque, New Mexico; Clovis, New Mexico; Maynoka, Oklahoma; Wichita, Kansas; Kansas City, St. Louis; Indianapolis and Columbus, Ohio.

The Aero-Cars are light and comfortable with a seating capacity of 12 passengers. They are attached to the cabriolets by a flexible coupling. The cabriolets are strictly stock models, except that the luggage grid and bumpers are removed from the rear to facilitate the trailer hook-up.

The President State Sedan is being used for official business of the Transcontinental Air Transport executives in St. Louis, the headquarters of that organization. The benefits of the air-rail service in which Studebaker will play a part are apparent. A business man of New York finds it necessary to see an associate in Los Angeles, to discuss terms of a contract which is practically impossible to negotiate by telephone or telegraph.

How it Works.

On the other hand, he finds it necessary to be in New York to handle another matter. By using the fastest all-rail schedule, he finds that he can not make the trip by train in time. But by using the air-rail service he can cover both situations as he wishes, he back in New York after a loss of only five business days, and at the same time travel in comfort and luxury otherwise impossible.

Here is how the service operates. A Pennsylvania limited train travels overnight from New York to Columbus, Ohio. There passengers board a multi-motored plane, and make a day-light flight to Waynoka, Oklahoma, stopping en route at Indianapolis, St. Louis, Kansas City and Wichita. At all of these points the Studebakers carry passengers to and from the airports.

SEVEN MOTORISTS DIE IN
A DESERT.RADIATOR WATER THE
LAST DRINK.

New York.—The bodies of seven people, believed to be Mr. and Mrs. Enrique Armenta and their five children, were discovered near their disabled motor-car in Imperial Valley, Seldom Head Desert, thirty-five miles from Blythe, California.

It is believed that they were halted by a breakdown, and that they perished of thirst in the scorching sun. All the water was gone from the radiator of the motor-car, as if the occupants had drained it off in a last effort to obtain liquid to drink.

A small pair of pliers was under the motor-car, and Mr. Armenta's body was found near. He had died, apparently, while attempting to repair the machine. The body of Mrs. Armenta, with three of her children, was discovered a short distance away.

The bodies of two sons were found a few hundred feet distant, but in different directions, as if they had gone to hunt for water.

DUNLOP ANNIVERSARY.

TWO CHIEFS' NOVEL
SOUVENIRS.

The 17th anniversary of Sir Eric Geddes and Sir George Beharrell joining the Dunlop organisation as chairman and managing director respectively has been marked by the presentation to them of novel souvenirs from the local directors and directors of the associated companies.

Sir Eric Geddes has been given a scale model in silver, made to hold cigars, of the Factory Council Chamber at Fort Dunlop and Sir George Beharrell has received a tobacco jar formed from the silver replicas of five types of tyre with a golf ball for handle.

Addresses accompanying the gifts refer to the chairman's sound judgment and intrepidity as a leader of men and to his personal interest in the individual work and life of management, staff and operatives. The tribute to Sir George Beharrell acknowledges how much he has done to establish the "team" spirit amongst those associated with him and the sympathetic and highly efficient control which he exercises over the personnel.

At Waynoka, another transfer is made, this time to a special pullman attached to the Santa Fe "Missionary" for a night journey to Clovis, New Mexico, where early next morning another Studebaker takes passengers to a plane waiting to complete the trip to Los Angeles across the continent in 48 hours.

The service will be de luxe throughout. Luncheons are to be served aloft. Planes are comfortable and luxurious.

This is progress wiping out time and space, and knitting America even closer. This union of the Studebakers carry passengers to and from the airports.

It goes on and on . . . and on

Have you ever watched water gliding smoothly and effortlessly beneath a bridge, never checking, never stopping but going on and on? That is how an Austin travels.

There is no hesitation, no faltering, as it eats up mile after mile of the road. You can find no better companion for long, strenuous journeys. For its reliability and lasting qualities have helped to make the reputation of British motor engineering throughout the world.

The Austin is built to give satisfaction not for a year, or two years, but for as long as you demand its services. For the man of moderate means the Austin 7 and 16 h.p. models are an investment which cannot be beaten. It will be worth your while to see one before deciding on your next car.

Austin

ALEX. ROSS & CO. (CHINA), LTD.
Prince's Building.

Service Stations & Showrooms:

Hong Kong
1a, Chater Road.

Kowloon
Salsbury Road.

DIPLOMAT'S MOTOR-
CAR ACCIDENT."IMMUNITY" QUESTION IN
THE HIGH COURT.

POLICY DISPUTE.

Important points regarding motor-car insurance, diplomatic privilege, and immunity from civil process came before the Lord Chief Justice in the King's Bench Division when arguments were heard arising over a claim for damages for personal injuries.

A special jury awarded Mr. Robert Edmund Dickinson, of St. James' Square, £988 damages and costs against Mr. Emilio Del Solar, of Sentinel House, Southampton Row, London, a member of the Peruvian Legation, for injuries received when he was knocked down by Mr. Del Solar's motor-car, driven by his servant.

Mr. Dickinson is a director of the Westminster Bank, the Standard Bank of South Africa, and the National Provident Institution.

Indemnification Claim.

Mr. Del Solar insured his car against accident and liability with the Mobile and General Insurance Company, Ltd., of Castle Court, E.C., and he claimed to be indemnified by them.

The insurance company, who appeared as a third party in the action, alleged that Mr. Del Solar was under no legal liability to Mr. Dickinson as he was a member of the Peruvian Legation, and immune from civil process.

A condition of the policy was that Mr. Del Solar should not in any way act to the detriment or prejudice of the company's interest, and they were entitled to take absolute control of all negotiations and proceedings. They alleged that he took over the defence of the proceedings and had insisted that the plea of diplomatic immunity should not be raised, thereby prejudicing their interests.

"Impaired Term of Policy."

Mr. Del Solar's case was that it was an implied term of the policy that the insurance company should not require him to raise or rely on the defence of diplomatic immunity or privilege in answer to any such claim.

The Lord Chief Justice pointed out that in one of the letters it was emphasised that if diplomatic privilege were claimed what was the use of insuring.

"The assured would have the pleasure of paying the premiums," he commented, "and further does not the Latin grammar say, 'It is more pleasant to give than to receive'?"

Mr. Wells, for Mr. Del Solar, said that Mr. Del Solar was the First Secretary at the Peruvian Legation. He realised the privilege to which he was entitled by virtue of his official position, but decided to insure his car.

The hearing was adjourned.

Three most modern modes of transportation—railroad, motor car and airplane—will ultimately go down in history as far reaching a step forward, as the first trains which replaced the old covered wagon.

WHAT IT COSTS TO
KEEP A CAR.

THE VARIABLE FACTORS.

One of the first questions usually asked of salesmen by the ordinary car-buyer, most of whose experience lies before him, is about the cost of maintenance, writes a Home correspondent. He wishes to know (almost to a shilling in some cases) what his monthly bills will be if he buys the alluring machine displayed before him. It is probably the least easy to answer of all the many conundrums to which that hard-working, patient salesman has every day, perhaps every hour, of his official life to find a soothing reply.

He can so easily, by a little lack of thought or a want of character-judgment, lose a customer on the spot by telling him the worst; or eventually, by glossing things over in a mistaken spirit of enthusiasm—a loss which may be accompanied by others.

Nobody is so suspicious, so set on his pound of flesh, as your inexperienced car-buyer. If he has been promised a petrol consumption rate of 25 miles to the gallon or a tyre-wear scale of 10,000 miles and he only gets 21 and 8,000 he will not rest until the full tale of his grievances has been told in the most unprofitable quarters, and as many potential clients as possible headed off that particular emporium. He is full of unreason.

The fact is that in one way the cost of motor-upkeep has become practically standardised, and, in another, that it can vary more widely than it has ever done since the first De Dion tricycle coughed its painful way out on to the broad highway.

Apart from the obvious fixed charges, such as taxation, insurance, and garaging, the maintenance of cars in most categories in the matter of oil, fuel, tyres, and running repairs has been reduced to a common denominator. With the normal type of car, the standard touring-family sort, the expenses per 1,000 miles can usually be calculated with fair accuracy. A two-litre six-cylinder saloon driven, as a rule, at about forty miles an hour, occasionally at sixty, carrying an average load of three people with odd extra loads, will cost about the same to run as any other of a different make, no matter what the respective manufacturers may claim. Nor will there be much difference between the monthly bills of these and of any other cars driven in about the same way, unless the horse-power varies considerably.

A bigger car has bigger tyres, for example, which cost, in the first place, a good deal more than those of a medium-sized car, but their life is usually the same, calculated in pounds, shillings, and pence.

Unconsidered Trifles.

Many unconsidered factors contribute to one's weekly bills. A car with a very high engine-speed and a low horse-power rating and sold at a low price, may quite easily cost you more for every 1,000 miles than another of bigger power, higher tax, and the same or less efficiency.

High-speed engines, unless they are very good—and therefore comparatively expensive—need a good deal of attention and certainly require renewals at shorter intervals than slow-speed ones. The probability is that they use rather more oil, as the temptation to take full advantage of their agile acceleration and their easily-attained high maximum speeds is almost irresistible.

Why buy a really lively little light car, capable of showing its tail-plate to most cars, if you are not going to enjoy its special charms? It may not be sense, but it is certainly natural to show 15 h.p. what 10 h.p. can do.

Last week I came across an instance of this, when a 9-h.p. four-cylinder car chased a six-cylinder 16-h.p. across the Yorkshire moors for an hour in the most spirited fashion. The big car won, as it should, but the little one was never far behind. The only difference was that the loser was working at its limit all the time and the big one was going comfortably. Type-for-type, the little car was more extravagant than the other.

I do not say its petrol consumption was not much more than half that of the big one, but if only the novice would realise it, petrol consumption is one of the least important items on the modern car's books. Further, every part of that small car was undergoing twice as heavy a strain as those in the big one, and therefore working twice as hard in half the time. It was shortening its life twice as quickly—that is what it amounts to.

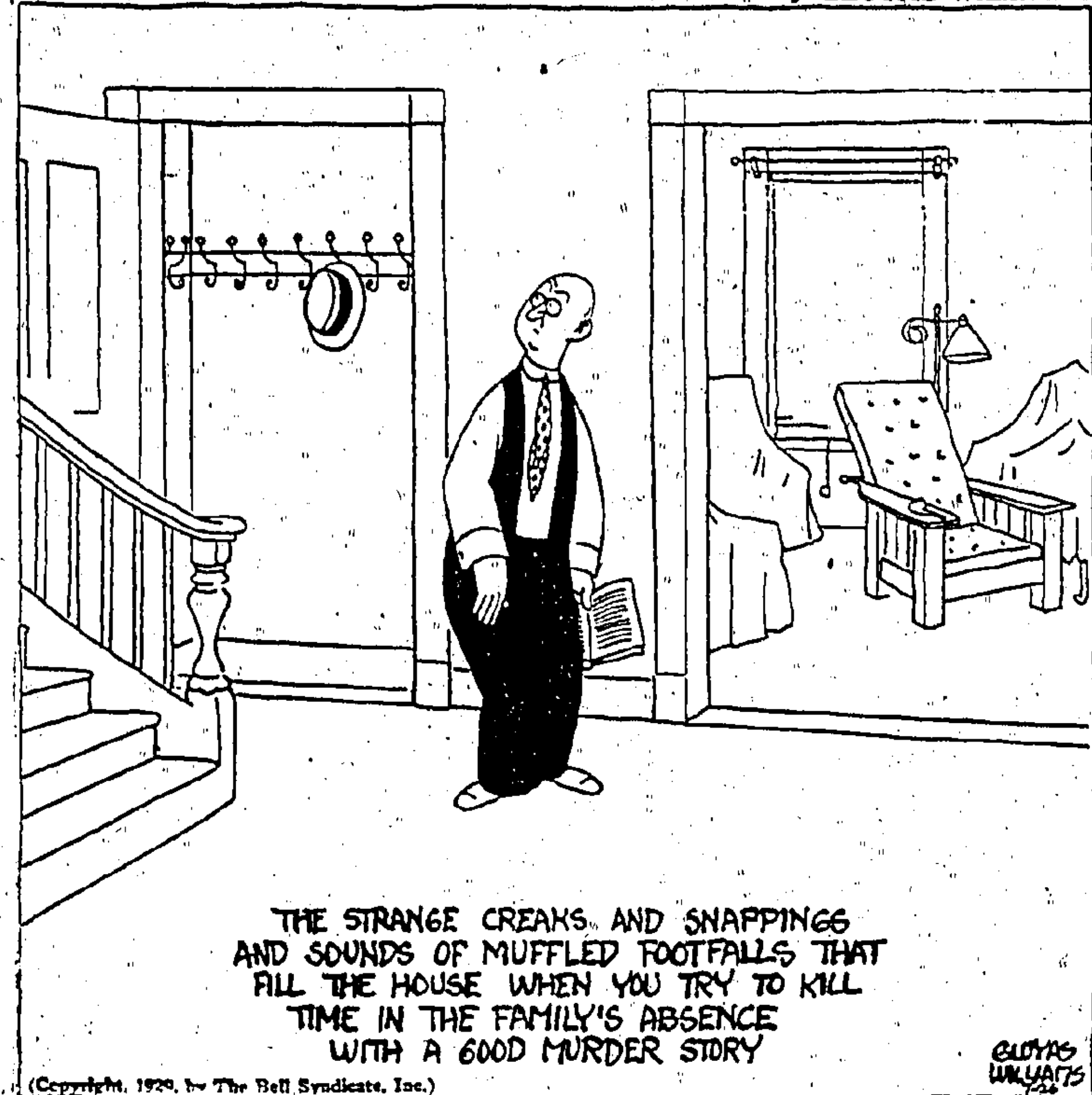
Given that the various maximum speeds are only reached on very rare occasions, that the cruising speed is from 25 to 30 per cent. lower, that the brakes are sparingly used, and that the makers' upkeep instructions are faithfully obeyed—generously so in the case of oil—the cost of running modern cars 10,000 miles should be approximately as follows:—

7 to 10-h.p. featherweight 2- or 4-seater £42
12 to 16-h.p. family £80
18 to 25-h.p. do £70

This is calculated on a generous basis on a series of results obtained in practice, and, of course, does (Continued on next Column.)

THE MINUTE THAT SEEMS A YEAR

By GLUYAS WILLIAMS



NEW "RUDGES" ARRIVE.

Messrs. Rudolf, Wolfe and Kew, Ltd., local agents for the Rudge-Whitworth motor cycles, have just received two of the latest models of this make, namely, a 500 c.c. "Special" model and the very new O.H.V. 350 c.c. job. Both machines are extremely attractive with many features which will appeal to the sporting rider. The Rudges in the new form are worthy of consideration to any prospective buyer. They are on view at the above firm's office in Queen's Road, where full details of the models are available.

not include insurance or tax or garaging, but it does include four new covers and two new tubes. The first year's costs will be less by the price of these, which is one argument in favour of buying a new car every year.

An Expensive Vice.

A 7-10 h.p. car should average about thirty-five miles to the gallon of petrol, three decarbonisations per 10,000 miles, about a gallon of gear-oil for the same distance, and say £5 for unlooked-for failures, such as plugs, lamp-bulbs, small breakages, losses, and repairs. No car, whether it has 7 or 70 horse-power, should be allowed to run for more than 1,000 miles without having the base-chamber drained and new oil supplied. This is added to the cost of consumption week by week.

A car that uses a gallon for every 1,000 miles really requires that in addition to a sumpful. There is no worse vice than oil-saving. It can be a very expensive economy.

It is not wholly the fault of the inexperienced owner, that he continues to run his unfortunate engine on the black waste which, at the end of 1,000 miles' hard work, represents the oil essential to efficiency and safety. Makers continue to make the business of sump-emptying and filter-cleaning the most arduous and disgusting of any maintenance job.

Perhaps they think it pays to compel the owner to crawl under the car in order to unscrew a plug and dismantle a filter, with a usually fragile washer. Let one who has crawled under quite a number of cars of all sorts assure them that if it does, it will not do so for long.

Engine-speeds are increasing every year, and the importance of being able easily, quickly, and comfortably, to make sure that they are getting real lubricant at all times, is being borne in upon the most careless driver. The results of neglect are so extremely expensive.

Sometimes one hears of a car which is particularly extravagant in oil, for example, or in tyres or in petrol. It is practically certain that in each case there is a saving grace and that in other ways the economy is exceptional. A car of my acquaintance uses about a gallon of engine oil for every 200 miles, but as it only uses a gallon of petrol for twenty miles (and it can go very fast indeed), is taxed at only £16 and need be decarbonised only once in every 20,000 miles, things work out reasonably.

The conclusion is that there is very little difference in the upkeep expenses of the difference cars, in their several classes. A 10 h.p., 15 h.p., a 20 h.p. and a "sports," each cost about the same as their rivals at the end of the year. If you drive any of them very hard, they may cost twice as much. It is unreasonable to ask the salesman a question to which he cannot possibly know the answer. The car's bills depend very much on the car's owner.

HUMOUR: ANCIENT AND MODERN.

I don't know how to spell real well, But this one thing I know: That Debt is just a little word Beginning with an Owe.

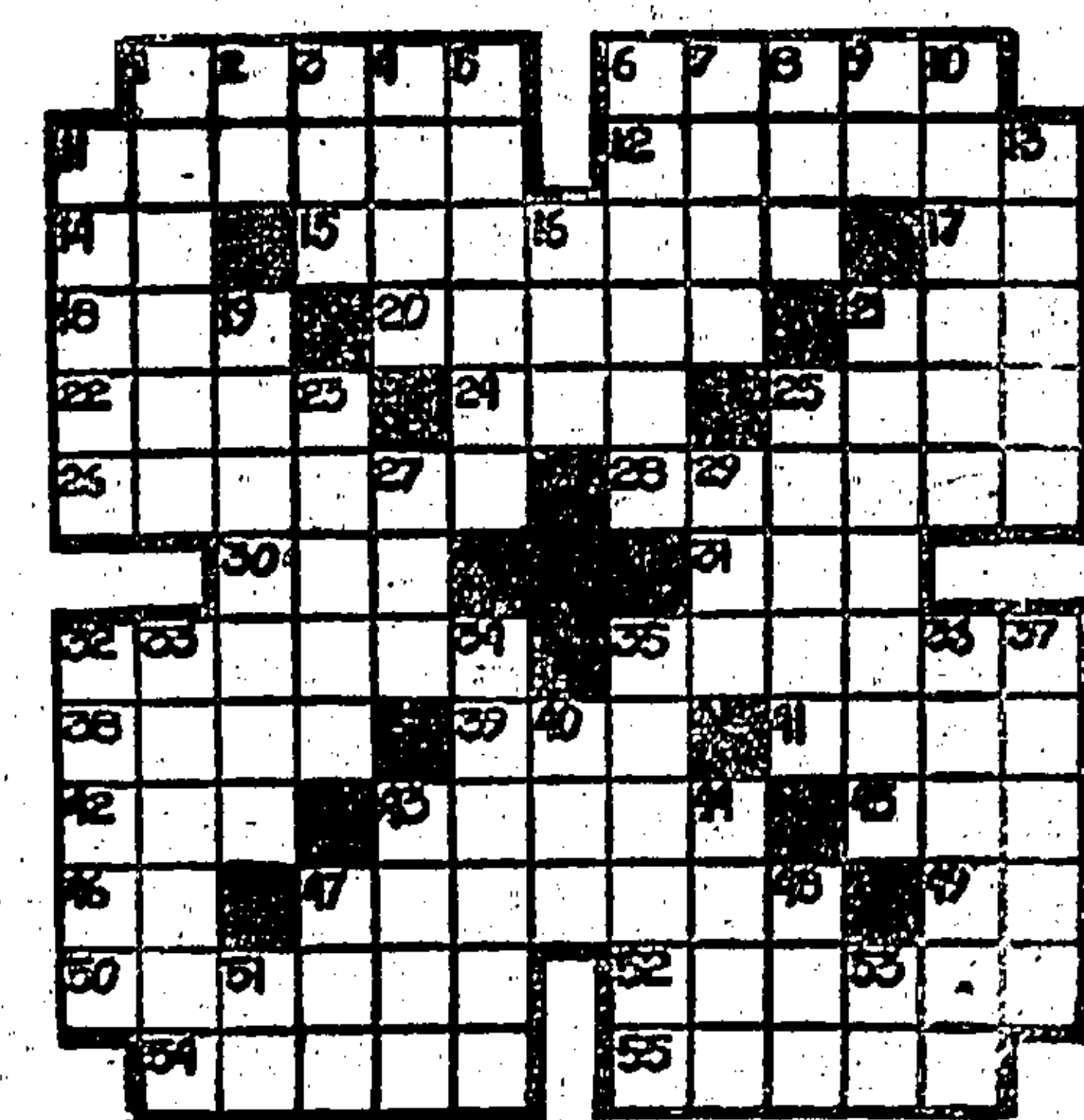
"Papa," said big sister, "Junior's making pictures all over your bankbook!"
"Junior! stop drawing on my account!"

"I suppose you're pleased with what your son learned away at school?"
"Not much! He can't play that thing in the house!"

"The Prince of Wales wears exactly what he likes," says a newspaper.
That isn't so much because he's a prince: it's mainly because he's a bachelor.

"Sedentary work," said the professor, "tends to lessen the endurance."
"In other words," interrupted the smart student, "the more one sits, the less one can stand."
"Exactly," retorted the lecturer, "and if one lies a great deal, one's standing is lost completely."

CROSSWORD PUZZLE.



Horizontal.

- 1.—Jumps.
- 2.—Essence of flowers.
- 11.—Shakespearean character.
- 12.—Inclined.
- 14.—Domestic animal.
- 15.—Farmer.
- 17.—Musical note.
- 18.—Piece of information.
- 20.—Releases.
- 21.—Dog.
- 22.—English school.
- 24.—Jutting rock.
- 25.—A flower.
- 26.—Poems.
- 28.—Germs.
- 30.—A beverage.
- 31.—Beard of grain.
- 32.—Decreases.
- 35.—Falls as frozen rain.
- 38.—Gaming cubes.
- 39.—To make lace.
- 41.—To move quickly.
- 42.—Self.
- 43.—Markets.
- 45.—To eye.
- 46.—Symbol for nickel.
- 47.—Tube.
- 49.—Pronoun.
- 50.—Shore.
- 52.—Three-legged stand.
- 54.—Transmits.
- 55.—Spanish title.

Vertical.

- 1.—Negligence.
- 2.—Printer's measure.
- 3.—High mountain.
- 4.—Loot.
- 5.—Initiates.
- 6.—Changes.
- 7.—Small mounds.
- 8.—Black substance.
- 9.—Article.
- 10.—To decline.
- 11.—Hostelry.
- 12.—Defies.
- 16.—Prefix: recent.
- 19.—Stoa.
- 21.—Part of eye (plural).
- 22.—A relative.
- 23.—Propelled by oars.
- 27.—Animal.
- 29.—Favoured companion.
- 32.—Paradises.
- 33.—Part of the body.
- 34.—Is erect.
- 35.—Walks pompously.
- 36.—A quivering.
- 37.—War horse.
- 40.—Help.
- 43.—Affectionate.
- 44.—Parent.
- 47.—Container.
- 48.—A metal.
- 51.—Musical note.
- 53.—Italian river.

This puzzle took 22 minutes to solve. See how long it will take you to solve it.

YESTERDAY'S SOLUTION.





BEST ENGLISH MAKE.

RITZ SOFT FELT HATS

Time and experience have proved "Ritz" style and quality.

We are now showing the newest shapes in useful shades of grey and fawn for present wear.

Mackintosh's

SPECIAL
NURSERY MILK

Put up in bottles sealed with Dacro Crown Cork.
Recommended by the Local Medical Profession.
In Pint Bottles at 32 cents per bottle.

PASTEURIZED MILK

Put up in similar bottles at 32 cents per bottle.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.



Parfumerie Rigaud

ETABLISSEMENTS RIGAUD,
PARIS."MARY GARDEN"
Perfumes
that sell themselves.

because the packing is attractive, the contents fascinating and the price amazing. Copious selection with or without alcohol from stock goods to scents for the Smart Set.

AGENTS:
VICENTE ATIENZA & CO.
No. 54, NATHAN ROAD, KOWLOON.
TEL. K. 155.

WHITEAWAYS

LAST WEEK OF SALE
FINAL BARGAINS

2,000 YARDS

CURTAIN MUSLINS AND NETS

A Great Variety of Designs in Cream
Madras Muslin and Coloured Curtain Nets.
Odd Lengths and Ranges. Just suitable for
doing up the odd Bedroom or Spare Room.

Usual Prices: \$1.50 to \$2.75 Yd.

PRICE
TO
CLEAR \$1.00 PER YARD.

HUNDREDS OF OTHER BARGAINS

FIRST FLOOR SHOWROOMS.

WHITEAWAY, LAIDLAW & CO., LTD.

HONG KONG.

HONG KONG'S "LAME DUCK" AGAIN.

HARBOUR MASTER REPLIES TO CHAMBER
OF COMMERCE.

MORE CRITICISMS OF THE KAU SING.

We have received from the Colonial Secretary's Office a copy of the reply of the Harbour Master to the letter of the Secretary of the Chamber of Commerce, published in the Hong Kong newspapers on July 4 last. The letter is as follows:—

I wish to point out in the first place that my remarks in Sessional Paper No. 2 of 1929 were not intended as a complete general criticism of the Kau Sing. Such criticisms as were offered were intended merely to supplement the answers to the questions asked by Sir Henry Pollock in regard to the feasibility and cost of substituting motor engines for the present engines of the Kau Sing.

Raising Steam.

2.—In summarising what is described to be my case the Chamber of Commerce states that I intended to convey that "the boiler installation is unsuitable because too long a time is taken in getting up steam"; what I actually said was: "From cold boilers it takes 12 hours to raise steam, and even with fires banked in one boiler it is not considered safe to send her outside harbour limits until such time as steam has been raised in the second boiler." I did not intend to convey that for the purpose for which the Kau Sing was specially designed, that is, to render assistance to shipping during the typhoon weather, the boiler installation was considered unsuitable, since ample warning is normally received of the approach of typhoons, and also, during the typhoon season, from June 15 till October 15 approximately the Kau Sing is always kept under a steam pressure of 10 pounds with banked fires.

If, on the other hand, the Kau Sing is expected to be able to raise steam quickly, and go out to the assistance of shipping in distress outside the harbour when she is not under banked fires, as in the case of the Hain Wah, then the present boiler installation must be considered unsatisfactory. This would apply only during the period from October 15 till June 15 when the Kau Sing is not under banked fires. Thus in the recent case of the grounding of the s.s. Lok Sun, the Kau Sing was under banked fires, it being the typhoon season, and she was therefore able to get under way at short notice and to be the first to arrive to the assistance of the Lok Sun.

In short what I intended to convey was that for purely rescue work in the harbour during typhoons, for which purpose the tug was primarily built, the boiler installation is satisfactory, but if the Kau Sing is also to be required at any time to undertake the work of an emergency lifeboat, her boiler installation is not satisfactory.

Misleading Statement.

3.—Again, in its summary of what is, conceived to be my case, the Chamber of Commerce states that I take the position that, as it would be uneconomical to convert the Kau Sing from her present steam power to Diesel motor power, that I recommended selling her and building a new tug with twin screws. This statement of my position is misleading. My recommendation was in no wise based on the nature of the Kau Sing's engines, but entirely on her unhandiness by having but a single screw, and what I said was: "as this tug, fitted with only a single screw, is very difficult to manage in a typhoon. I am unable to recommend a further expenditure of \$355,000 on her," that is, for converting her engines to motor engines.

Three Points at Issue.

4.—The Chamber of Commerce in its letter indicated as the three points at issue the following:—
(a) Diesel or steam power.
(b) Twin or single screw.
(c) The appropriate qualifications of the navigating officer.

(a).—With regard to (a), I may simply deny that this is a point on which I join issue with the Chamber of Commerce; in fact, I endorse every statement in the Chamber's letter in this respect, and am myself quite opposed to the fitting of Diesel or any other type of motor engines to a tug of this type.

THE PEAK SCHOOL.

RESULTS OF ROYAL DRAWING
SOCIETY EXAMINATIONS.

At an examination in drawing held under the auspices of the Royal Drawing Society (London), the following pupils attending the Peak School were successful:—

Preparatory Division.

Honours Certificate:—Margaret I. Young.

Single and Twin Screws.

(b).—With regard to (b), the Chamber of Commerce based its case for a single screw on the performance of the "Saint" class of tug, but I would point out that this class of tug was built by the Admiralty during the war specially for the purpose of being despatched to sea to the assistance of ships which had been torpedoed, and to tow them to the nearest convenient port. For such work there is no doubt whatever that a single screw tug is more efficient than a twin-screw tug of the same horse-power, since a single screw has a better hold on the water and so gives better towing power.

On the arrival of a "Saint" class tug at the place where a ship had been disabled, it did not matter whether she took five minutes or half an hour to pass a tow to the damaged ship, as the loss of time incurred thereby was not of paramount importance. Such manoeuvres were undertaken in all weathers and in the open sea, but the conditions in the Atlantic or English Channel cannot be compared to picking up a tow in typhoon weather in the confined waters of Hong Kong Harbour.

The "Saint" class had plenty of room in which to manoeuvre and was not bound by considerations of time, whereas the Kau Sing is expected to pick up a tow with the least possible delay. Time in this case is of paramount importance, for should there be any delay at all, the ship she is endeavouring to rescue may drift ashore. She has furthermore to manoeuvre in a confined space of water and amongst other ships. Under these conditions the tug required to do the work must be the handiest possible; and the more facilities she possesses for turning sharply on her heel, such as would be given by the putting of one engine full ahead and the other engine full astern in a twin-screw vessel, the more efficient she becomes. A good example of this may be seen any day in Colombo Harbour where the two tugs Samson and Goliath, each of which is twin-screw and of the same horse-power as the Kau Sing, handle ships in the quickest manner possible in all conditions of weather.

Tug-Master's Duties.

(c).—With regard to (c) it may be conceded that the duties of a tug-master are highly specialized, but it does not follow that a first-class tug-master, accustomed to handling ships at ports such as London, Liverpool, or on the Clyde would be an efficient tug-master in Hong Kong Harbour during a typhoon. Should a special tug-master be imported for duties in the Kau Sing, he would be employed on this special work perhaps four days during the year under typhoon conditions, and would obtain the same amount of experience of handling the tug as does the Boarding Officer at present detailed as master, and he would be of practically no use to the Harbour Department outside these special duties. It is obvious that this would be an exceedingly uneconomical arrangement.

The present practice is to detail the junior Boarding Officers for work in the Kau Sing, and to give them as much experience as possible of handling the tug by sending them out in charge when the tug goes out for light-house, reliefs and such duties. These officers have proved their efficiency, and I am of opinion that if the Kau Sing had been constructed as a twin-screw craft there would be no possibility of delay in assisting ships in typhoon weather with these officers in command.

Where the Kau Sing Falls.

5.—In conclusion I would reiterate my opinion that for the purpose for which the "Saint" class of tugs was used during the war the Kau Sing is a most excellent and seaworthy craft, and would be extremely efficient for deep-sea towing, for example, on a tow trip from Hong Kong to Singapore, but that for work in confined waters with no room to manoeuvre and with the saving of time as the prime essential, she is unsatisfactory owing to her single screw.

THE PEAK SCHOOL.

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SOCIETY EXAMINATIONS.

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GENERAL SUTTON
ON THE C.E.R.MANCHURIA AND THE
SOVIET.IDEA BEHIND NANKING'S
POLICY?

General Frank Sutton, for many years adviser to the late Marshal Chang Tso Lia and director of the Mukden Arsenal, gives in a Home paper (the Daily Express) the following view of the nature and causes of the Sino-Soviet dispute over the Chinese Eastern Railway:—

The Chinese Eastern Railway is likely to cause the next war. Russia's ultimatum to Northern China, which expired yesterday, is the final step to a climax which may well plunge the East once more into a war of as great magnitude and far-reaching consequences as the Russo-Japanese war.

As one who acted for five years as Chief Adviser to the late Marshal Chang Tso Lin, the War Lord who made Manchuria what it is to-day, I was able to study intimately and at first hand the policies and intrigues which have led up to the present critical state of affairs.

The focal point of the present troubles is the Chinese Eastern Railway, a main line track running from Vladivostok across the great Manchurian plains to Manchouli, on the Russo-Chinese border, where it connects with the Trans-Siberian Railway and so links up the East with Moscow, Leningrad and Berlin.

Varied History.

It is the main route for all fast mail and passenger services and as such is of incalculable commercial and strategic value.

It runs for about a thousand miles through Chinese territory and this is the stretch which is causing the trouble.

Originally the railway was built by a Russian syndicate formed in 1902 and aided by French capital, but since then it has passed through a series of the financial vicissitudes to which railways in such countries are usually subject.

The Russian Government, by virtue of advances, obtained a certain measure of control over the shares of the company, and after the Russo-Japanese war the southern part of the railway was handed over to the Japanese by the Russian Government. The shareholders were compensated for the proportion of track lost.

Bolsheviks on the Scene.

In 1917 the Bolsheviks came actively on the scene and the Chinese Government repudiated Russian control over the railway. From that day the directors' meetings have been held in Peking instead of in Leningrad. An international technical board took over control in 1918 with General Stevens, an American, as chairman. This board advanced the railway several million dollars to keep it going.

In 1920 a provisional agreement was signed between the shareholders, mainly represented by the Russo-Asiatic Bank, and the Chinese Government, by the terms of which the Chinese Government took over control until 1924.

In that year China recognised the Soviet and the two Governments took over the railway jointly without giving the shareholders any compensation. From then till now it has been run jointly by the two Governments. The Russian Government agreed to compensate the shareholders, but nothing has been done.

Now we come to the main point, which is that the Russians obtained control of a railway in China with special privileges without giving the Chinese reciprocal privileges. This is contrary to the provisions of the Washington Conference and has seriously affected all foreign interests trading in North Manchuria.

Oil and Coal Tariffs.

Special oil and coal tariffs have been given to Russian companies against English and American companies, allowing the Russians to undersell both us and the Americans.

All the officials and workmen on the railway are either Russian or Chinese—another violation of the principle of equal opportunity. All "White" and educated Russians have been displaced by Communists. The result is that the railway has become a nest of Communist propaganda, organised like clockwork from Moscow, and with an unlimited capacity for evil.

The funds are held by Russia, supposedly for the joint benefit of the Chinese interests, but actually some \$2,000,000 a year, has been used as the main subsidy for the spread of Bolshevism through China.

Record of Facts.

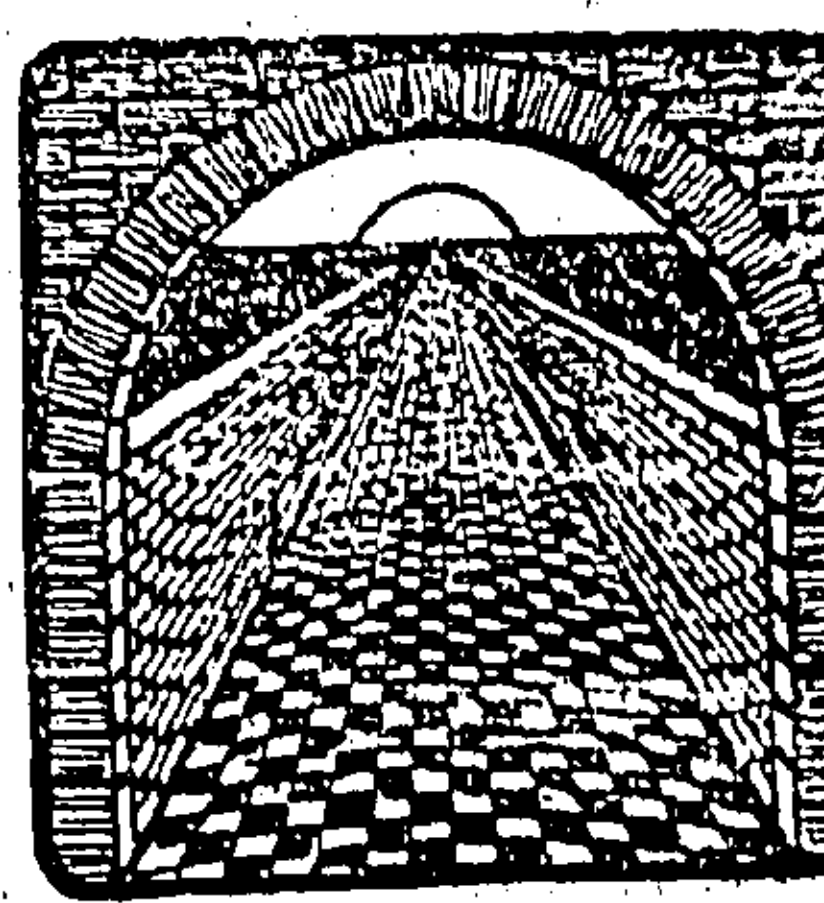
These are facts. I do not quote them in order to bolster up any point of view or to colour any argument. I have no further personal interest in Chinese affairs. I merely give the facts as they exist.

(Continued on next Column.)

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[3294]

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Naturally, this state of affairs has been both irritating and humiliating for the Manchurians. My own opinion is that the Southern Chinese (who have no great love for the North, and have viewed with some consternation the strengthening and reorganisation of the Manchurian armies) have seized this opportunity to egg on the Northerners to cause a rupture with the Russians, who, if it came to blows, would quickly crush the Manchurian armies.

Japan would never allow Russia permanently to occupy Manchuria, but, even so, the results of a Russo-Manchurian war would have such far-reaching effects on British trade and foreign relations that it must be avoided as far as is humanly possible.

I believe that the best way out would be for a Board of International Control, working in conjunction with the Chinese Government, to take over the direction of the railway, and thus put all bickering and intrigue into the background, and give equal trading opportunities to all countries affected.

It would be hailed with delight by all Chinese merchants and foreigners interested in this vitally important railway, and it would, at the same time, be perfectly legal, because it would restore the flouted rights of the international shareholders.

The Chinese merchants, as I have said, would welcome this, because at present the trade of one of the richest territories in the East is mismanaged, handicapped, and atrophied by graft, intrigue, and propaganda.

CORRESPONDENCE.

AIR MAIL FROM ENGLAND.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—What is wrong with the Air Mail Service?

Much has appeared in the Press from time to time about the London-Vladivostok and London-Calcutta air services, and the probable saving of time in the receipt of letters sent by either of these routes to Hong Kong.

A letter was posted to me in London on July 23, marked and stamped expressly "By Air Mail via Suez or Siberia." I received it on August 28.

Surely, if the Sino-Russian crisis has brought about a suspension of the normal across-Europe air service, the postal authorities in London would be aware of the fact?

In this case, if the letter was sent, via the Calcutta or Karachi routes, where is the much-quoted saving in time?—Yours, etc.,

ALBION.

Hong Kong, August 27.

ALARM IN DUDDELL STREET.**SLIGHT FIRE AT 'PHONE EXCHANGE.****MUCH ADO ABOUT LITTLE.**

Hong Kong has a reputation for doing things thoroughly. The hot weather these days, however, tends to prevent even an outbreak of fire becoming too lively.

A few sparks from a fused wire of a switchboard in the telephone exchange in Duddell Street gave about 30 charming young "bello-girls" splendid opportunity for proving that they had "read, marked, learned and inwardly digested" their instruction relating to "Fire, Escape From, How To," shortly after 9.30 a.m. yesterday.

Fire Brigade Arrives.

"Something is the matter with the telephone exchange. Go to," commanded the Editor tersely, pointing out of the window with his blue pencil.

"I went to," but preferred the stairs to the window.

Just as I turned into Duddell Street, the tail-end of procession of about 30 girls, marching quietly and in good order two-deep, dribbled out of the exchange building. I fell into step and marched behind the procession, note book and pencil at the short trail. A snappy command from the head of the column saw the lines execute an "about turn" movement. Then we rested on our arms reversed.

Just then a fire-engine clattered upon the scene, whereupon the young lady nearest my left elbow said proudly: "I told you it was a real fire!"

Apparently it was for a second later, two more fire brigade tenders arrived. Then, glittering in the bright rays of the sun a magnificent brass helmet swung around the corner, wobbling a moment uncertainly, and then dived into the doorway of the exchange.

Soon Extinguished.

In case there was something amiss, I followed the helmet, taking shelter beneath its rear shield lest blazing beams or flying sparks jeopardise my complexion. Stumbling up sundry flights of stairs, I reached the second floor in safety and then peeped from under the helmet to see what was on foot.

At first I thought we had entered the wrong room, so to speak. Telephone switchboards and cables surrounded us but, beyond a slight smoke haze, nothing was amiss. At this stage, much to the relief of the owner, I forgot the shelter of the massive brass helmet.

Within ten seconds I learned that a switchboard wire had fused, the operators had very efficiently carried out their fire drill, and an alert Chinese wireman had sprayed the sparking wires with a chemical fire extinguisher almost before the march-out of the operators began. About 300 lines would be affected for some hours.

Conforming to Tradition.

Shutting my note-book with a sigh, I groped my way slowly down the stairs again and had a slight mix-up with the leading files of the returning operators who were compelled to mark time a second or two—no easy feat, by the way, when you have the left foot on one stair and right foot on another—until I extricated myself from the ranks.

So it was that I presented a terse three-line paragraph to my Chief upon the subject of the fire.

"That's not good enough," he said. "In Hong Kong the newspapers usually give half a column to a dog run over, a column to a coolie treated likewise, and two columns to a chimney on fire. We shall be scooped."

But we are not scooped. Here is some fresh news concerning the fire:—

"Strange to relate, a large crowd of sightseers congregated near the junction of Queen's Road Central and Duddell Street."

And that, no doubt you will admit, is a rare occurrence when anything is amiss in Hong Kong! H.A.F.

ROUND THE COURTS.**MISS PEARL WOO'S MEMORY JOGGED!**

When asked yesterday by Mr. E. W. Hamilton why she had repeatedly failed to attend Court to answer a traffic summons, Miss Pearl Woo told the Magistrate that she had forgotten all about it.

His Worship: Very good. If you think you can come up to this Court when it suits your convenience, I can assure you that you cannot. You are fined \$25.

The defendant was summoned for not having proper control of her car on August 6 at 2 p.m. owing to the fact that she allowed two other ladies to share the front seat with her. She admitted the offence.

SHOPPING AND CARS.

When summoned for leaving her car unattended at the junction of Gilman Street and Des Voeux Road Central, Mrs. H. Young stated that she had been shopping in that locality. The Police stated that the car was seen unattended for 20 minutes.

Mr. Hamilton (to Mrs. Young): You did not put your car at a proper parking stand. The car is allowed to stop in the street only to put down or take up passengers. Fined \$5.

Mrs. E. Rodgers, living at 532, The Peak, pleaded that she did not know that she was not allowed to leave her car in front of the Wing On Company. In fine her \$5. Mr. Hamilton pointed out that it was up to Mrs. Rodgers to find out where she could park her car.

MAXIMUM FINE.

The maximum fine of \$500 was imposed by Mr. T. M. Hazlerigg yesterday when a Chinese ship's hawker was charged before him with possession of 30,000 cigarettes on which duty had not been paid.

The cigarettes were discovered by Revenue Officers who visited the S.S. Sui Tai on Monday evening. The defendant was a hawker of eatables on board the ship and it was stated that this gave him exceptional facilities for smuggling goods. The Magistrate was asked to take this into account when considering the penalty.

THEFT ON S.S. COBLENZ.

Before Mr. T. S. Whyte Smith yesterday a Chinese was charged with the theft of a watch from Mr. Ullrich of the S.S. Coblenz. It was stated in Court that the steamer had left and that complainant was not available. The steamer would return here about September 21 and the police asked for a week's formal remand.

His Worship asked of what good a formal remand of a week would be and was told that the police intended to ask for further remands later pending the return of the steamer.

The defendant was accordingly remanded for a week.

ALARM CLOCK STOLEN.

Pleading guilty to a charge of larceny of an alarm clock, a Chinese who had a previous conviction against him was sentenced to three months' hard labour. The clock was stolen from a hawker's stall outside the Yau-mati market.

UNLAWFUL POSSESSION.

A coolie, who was caught by the Police coming off the S.S. Kum Sang on Sunday with a child's gold bangle in his possession was charged before the Kowloon Magistrate yesterday. It was explained that the defendant had been on board the Kum Sang to look for work as a coolie and that the bangle was found on him as he left the ship. He was questioned but failed to give a satisfactory explanation as to how he got it.

His Worship observed that if the defendant found the bangle he should have handed it to the police. In imposing a fine of \$5 or seven days' hard labour in default, His Worship stated that if the defendant had been caught stealing the bangle from a child, he would have got at least six months' imprisonment and a birching as well.

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 9 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

CHARTER OF A VESSEL.**DISPUTE ABOUT CARRYING CAPACITY.****ALLEGED MISREPRESENTATION.**

An action was brought in the Summary Court yesterday before the Puisne Justice (Mr. Justice Wood) for the recovery of \$1,000 paid as a deposit preparatory to the hiring of the Sai On Company's s.s. Tin Sze for transporting sand. It was alleged by the Wah Tung Company, 187, Des Voeux Road Central, that at the time they made the deposit it was falsely represented to them that the vessel was of 700 tons nett burden, whereas in fact it was of 400 tons nett burden. Because of that fact the charter contract was not entered into and the deposit was therefore claimed.

Mr. F. C. E. Rendall (of Messrs. Russ & Co.) appeared for the plaintiffs and Mr. A. el Arculli was for the defendants.

Outlining his case, Mr. Rendall said that the plaintiffs wished to charter the ship in order to save transport costs in their business of bringing sand to the Colony for glass making, by being able to fetch 700 tons at a time. This would mean only two trips a month, instead of employing a hundred junks. They, therefore, made a deposit, but they discovered later that the vessel could carry only 400 tons.

700 TONS OR 400 TONS?

Mr. Rendall read a letter written to the plaintiff by Mr. Leo d'Almada, formerly acting for the defendant, referring to an agreement for hiring the boat for three months at \$1,400 per month, and reminding the plaintiffs of the deposit made, and offering to execute a lease at Mr. Ray's office, which they had neglected to do.

A letter was written in reply stating that the plaintiffs were not prepared to execute the lease as they had been told by Mr. Ray that the vessel was 400 tons nett and not 700. A request was included for the return of the deposit, as the consideration had failed.

A further letter from Mr. d'Almada admitted that the plaintiffs had been told the tonnage of the vessel was 700 tons gross but not nett. As the plaintiffs were not prepared to execute the lease, the deposit money would be forfeited and they would be liable for losses incurred to their failure to complete the lease.

Plaintiff Firm Manager's Evidence.

The manager of the plaintiff firm said that he understood the steamer could carry 700 tons nett, which he took to mean that 700 tons of sand could be put on board. After the payment of two sums of \$500 each as deposit, he was told by the surveyor that the vessel was only 400 tons nett, and he therefore refused to execute the lease. Witness added that an average junk carried 60 tons of sand at 20 cents per picul, whereas transport by a 700 tons nett steamer would cost about 15 cents per picul.

Cross-examined by Mr. el Arculli, witness denied that the reason why he did not execute the lease was because he could not get a permit until the charter period had nearly run out. He also denied a suggestion that he never mentioned the tonnage matter until he received a letter from a solicitor.

After further evidence had been called, His Lordship said it seemed to be a question as to which side of the story could be believed.

Defence Case Falls.

Mr. el Arculli said that there was nothing to support the claim that the plaintiffs were promised a 700 (Continued on next Column.)

CHINESE VILLAGE MURDER.**FUGITIVE'S APPEAL TO MAGISTRATE.****NO WISH TO RETURN TO CANTON.**

The Chinese fugitive from Tsang Shing district who is wanted by the Canton authorities for the alleged murder of two village guards in August last, was yesterday committed by Mr. E. W. Hamilton to Victoria Gaol to await the order of H.E. the Governor.

Evidence was given yesterday by a farmer named Lo Wai, who stated that on the day of the shooting he was one of the village guards on duty in the Tsang Shing district. It was market day and the guards were in a match near the main highway. There was a gang of men across the road in a tea shed and the defendant appeared at about noon time and led these men in an attack on the village guards. Two men were shot dead and the rest of the guards fled.

Mr. Hamilton: What did you do?

Witness: I bolted also.

Mr. Andrews (for the Crown): He has put it in a nutshell.

The next witness called was a man who lived in Kowloon City and who originally came from the Tsang Shing district. He said that his father was in America and he and his mother had left the country to avoid the defendant. Defendant arrived in his home in Kowloon City in April with a story that he had had to "fly" from his village and having billeted himself on them he refused to leave. He did not pay for his keep, neither did he do any work. In the circumstances, the witness made reports to the volunteers in his village and also to the Public Safety Bureau in Canton.

The fugitive asked his Worship not to send him to Canton but to impose sentence on him then and there. His Worship pointed out that he was not trying the fugitive but was only there to see if there was sufficient evidence to warrant sending him to Canton.

The fugitive stated that he left his country when he was ten years old and he was now twenty-six. He had never been back all this time. He went to Canton first and came to Hong Kong on August 15 last year. All the prosecution witnesses were telling lies.

Continuing, he said that the inhabitants of his village had been driven out by Lo Wai and his gang and that instead of being a murderer, he was really a very much injured man.

In committing the man to gaol to await the orders of H.E. the Governor, Mr. Hamilton told the fugitive that he would not under any circumstances be surrendered within fifteen days and that if he desired he could appeal to the Supreme Court.

tons nett vessel except the bare statement of the witness. The two receipts made no reference to weight, and that in itself was peculiar if the question of weight had always been so important. It was the defendants who sent the ball rolling by pressing for the lease to be executed, and it was not until then that the plaintiffs began to take steps. Plaintiffs had also seen the ship, and they were obviously able to differentiate between a vessel of 700 tons and 400 tons carrying capacity.

Without calling upon Mr. Rendall to address him, His Lordship said he believed the story of the plaintiffs, and gave judgment for them costs.

INDIAN CONSTABLE MURDER CASE.**AN AGED NUN'S EVIDENCE.****QUAINT COMMENTS ON THE COURT.**

Lam Ling, the Chinese, who is charged with the murder of an Indian constable on an unoccupied piece of ground near Kung Chung Market, was again before Mr. T. S. Whyte-Smith at Kowloon Magistrate yesterday. Mr. Somerset Fitzroy, Assistant Attorney-General, prosecuted.

Evidence was given by a Chinese farmer who was one of the six men who stopped the accused and his "girl-wife" on the railway track in Chinese territory. He said that he picked up the revolver which defendant threw away and took it to the Sheung Shui Police Station.

A Chinese Nun.

The next witness was a young girl, with shaven head and wearing a black gown. She said she was a Buddhist nun of the convent at which the accused and the girl stopped for shelter.

The "Prioress" of the Monastery was also called. She is a very old lady, but evidently accustomed to rule. Her first remarks were, "Why do you want me to give evidence? I am old and deaf. The previous witness has told you all I know."

Finally, the Court interpreter persuaded her to tell the Court what she knew. After gazing carefully round the Court she said that she did not see either the accused or the girl come to the convent because she did not come to the gate. She had only been informed of their arrival by one of her "disciples."

Why the Crowd?

During her evidence, the aged nun suddenly remarked to the interpreter who was standing next to her, "Why are all those people at the back of the Court? I feel afraid. I've never been in a place like this before."

Mr. Ip, the interpreter, patiently explained that they were interested in the murder charge which was being heard, and had a right to be present.

The old lady gave them another look which indicated that in her opinion they had no right to eavesdrop when she was giving evidence.

Some amusement lightened the grim proceedings when Mr. Fitzroy, in examining witness, asked her smilingly, in the hope of setting her at ease and winning her confidence, "Are you a nun?" The old woman responded, a broad grin settling over her aged features as she nodded an affirmative.

After telling the Court all she knew, the old woman had yet another remark to pass on the Court surroundings. "I will not come here any more," she said. "Once is sufficient!"

As the old lady got down from the witness-box and hobbled out of Court she mumbled something about "compensation for time wasted!"

Evidence was then given by the police officers who had last seen the Indian constable and by those who had found the body. The hearing was adjourned till Thursday, 11.15 a.m.

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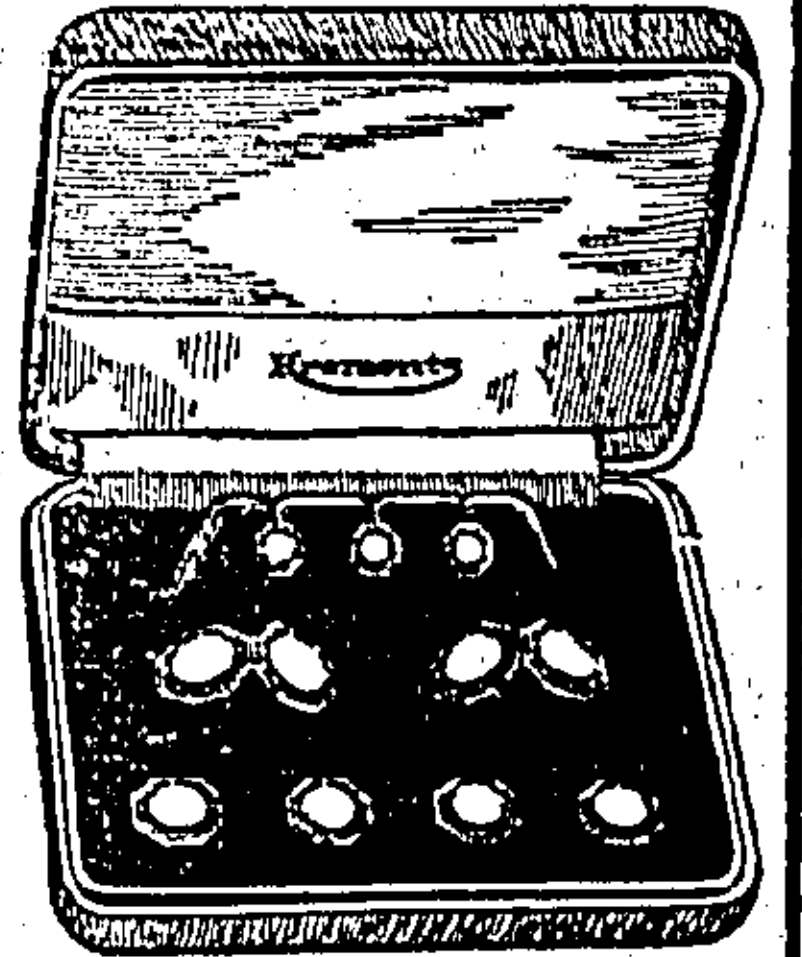
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Also just received an entirely new line of Hand Wardrobes (a short trip requires just such luggage). Note below the Packing List:—

4 Suits	6 Ties
1 Extra Pr. Trousers	12 Collars
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Telephone 1317.

WRITING HOME ABOUT THE TYPHOON?

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NEW ADVERTISEMENTS.

HONG KONG PHILHARMONIC SOCIETY.

THE FIRST VOCAL REHEARSAL for SIDNEY JONES OPERA "THE CHINA" will take place at the CATHEDRAL HALL, on MONDAY NEXT at 5.30 P.M. It is proposed to produce this Opera from DECEMBER 8th to 14th NEXT. [2829]

HONG KONG HOCKEY CLUB.

THE ANNUAL GENERAL MEETING of the above will be held at VOLUNTARY HEAD-QUARTERS, on WEDNESDAY, SEPT. 4th, at 5.30 P.M. on Wednesday, SEPT. 4th.

AGENDA:—
Adoption of Report and Accounts.
Election of Officers and Committee.
Any Other Business.

W. WOODWARD,
Hon. Secretary.

PUBLIC AUCTION.

THE Undersigned have received Instructions
To Sell By
PUBLIC AUCTION,

TUESDAY, WEDNESDAY AND
THURSDAY, THE 10th, 11th
AND 12th SEPTEMBER, 1929,
AT

H.M. NAVAL YARD, HONG KONG,
AND AT
KOWLOON NAVAL DEPOT,
COMMENCING EACH DAY AT 9.30 A.M.
WITH AN INTERVAL
FROM 12 NOON TO 1.30 P.M.
OLD AND SURPLUS
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Old Lead, Battery Plates, Electrical and
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Old Electric Cable, Bakery Oven, Iron
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Pans, Hydraulic Jacks, Carpets, Rugs,
Tables, Ice Chests, Chairs, Desks, Orna-
mental Stoves, Cooking Pots, Water
Cans, New Carpet Cuttings, Old Steel
Files, Matting, Fold-up Lavatories,
Thermometers, Old Tin Foil, Old Trill,
Old Lignum Vitae, Curtains, Overcoats,
Blankets, Unglazed Tiles, Metallic Hoses,
Old Cordage, Old Oil Mats, Canvas
Bags, Old India Rubber, Old Leather
and Dressed, Glass Plates, Tinned Bacon,
Old Woollen Bags, Old Cork, Coconut-
Nut Matting, Asbestos Packing, Old Iron
Drums, New Canvas Outriggers, Old Iron
and Steel, Old Scrap Bricks, Copper,
Lead, Zinc, Metals of Sorts, Brass and
Gun Metal Boreings, Zinc Bottoms and
Zinc Ashes, Brass Tubes, Iron Blocks,
Lamps, Lanterns, Candle Tubes, Gauges,
Old Steel Plates, Old Steel Shovels, Old
Glass, Old Steel Wire Rope and Chain
Linkings, Dirty Mineral Oil and Oil Fuel,
Compasses, Watches, Binoculars, Clocks,
Air Pipes and Breast Ropes, Photo-
graphic Materials, Firewood, Old Steel
Tools, Oil Pump, Circulating Pump,
Motors of Sorts, Ebomite Old, Electric
Fans, Lamp Ends, Gymnastic Gear,
Indicators, Boreings, Wood Working
Machine, Carding Machine, Lathes,
Douglas Engines, Binnacle, Waterproof
Sheets, Etc., Etc.

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RESERVE STORE, H.M. NAVAL
DEPOT, KOWLOON:—Old Fabric, Old
Clothing, Waterproof Coats, Old Flying
Clothing, Old Spinning Plugs, Old
Rubber, Old Aluminium, Engine Steel,
Old Brass, Old Copper, Old Lead,
Phosphor Bronze, Old Fabric, Steel, Tin,
Old Tanks, Old Aluminums, Old Aero
Wheels, Packing Cases, Assorted Drums
(Containers), Etc., Etc.

LOTS MAY BE INSPECTED ON
MONDAY, 29th SEPTEMBER, 1929.

ALSO SALE OF
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VICTUALING STORES
AT KOWLOON ON
FRIDAY, 13th SEPTEMBER.

Comprising:—Serge, Mannel, Clothing
Accessories, Miscellaneous Ties, Tobacco
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Table Gear, including Electro Plate,
Cutlery, Hardware and Table Linen.
Also Condensed Provisions for
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TERMS OF SALE:—As detailed in
Catalogue.

LAMBERT BROTHERS,
By Appointment Auctioneers
to the Admiralty,
Hong Kong, 19th Aug., 1929. [2828]

ON SALE.

HONG KONG HANSARD RE-
PORTS OF THE MEETINGS
OF THE LEGISLATIVE COUNCIL
for the Session 1928.

REVISED BY MEMBERS.

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is given in the

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WEEKLY
PRESS"

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"THE CHINA OVERLAND
TRADE REPORT."

30 Cents per Copy

Subscription, paid in advance—
per annum for delivery in Hong
Kong—\$13; including Postage to
any part of the world—\$15.

WEATHER REPORT.

Yesterday's weather report, fore-
cast and remarks, issued by the
Royal Observatory at 5.35 p.m.,
stated:—

A weak anticyclone area extends
from the China Coast across the
Loochoos to the Bonins. The trough
remains stationary over the China
Sea, the Philippines and the Pacific.
To the eastward the depression
is crossing Hokkaido.

Local Forecast:—E, or variable
winds, moderate, fair generally,
with local showers.

Editorial and Business Offices: 11,
Ice House Street. Tel. Central
12.
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Tel. Central 4311.
London Office: 21, Bridge Lane,
Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, AUGUST 28, 1929.

THE FIRST STRIKING
OF OIL.

SEVENTY years ago the petroleum
industry in the United States had
its birth, when WILLIAM SMITH and
his son drew a worn iron bit from
a seventy-foot hole bored in the
hillside near Titusville, Penn-
sylvania, set up an iron pitcher-pump
and began production of the oily
fluid that soon was to be measured
in millions of barrels. Toward
evening SMITH, who had raised
several barrels during the day,
halted his work, filled several con-
tainers, and went to show the
samples to the townspeople. It
was on this occasion, according to
the American Petroleum Institute,
that a dream came true and an in-
dustry was founded. Two years
previously a man named DRAKE had
prospected the territory in search
of oil. The rock was too hard for
DRAKE's pick and shovel, and he
conceived the idea of using an iron
drill and driving down an iron
pipe with the growth of the hole.
Makeshift machinery—an aged
steam-engine, a hempen rope at-
tached to the drill, a crude wooden
windlass—constituted his equip-
ment. It was just two days after
SMITH brought in his well that
DRAKE's also was brought in. His
well had been referred to as
"Drake's Folly," but the joking
was changed to serious talk as an
industry, destined to become one
of the most important in the nation,
was born.

At the present time, official re-
cords show that over 1,500,000 people
are engaged in the industry that
was once left as too absurd for
wise men to tackle. The solitary
oil-well of 1839 now has three
hundred thousand neighbours. From
the investment of a mere handful
of dollars the capital sunk in the
oil business in the United States,
has increased until it approximates
\$11,000,000,000. Along with the
development of the industry came
the great price reduction of crude
oil, which sold for \$16.50 per
barrel in 1859, and now is priced at
under \$2. The use of petroleum
products has extended to millions
of persons, whereas once only a few
realized their possibilities. The dis-
covery that crude oil could be
produced in such quantity was
only the beginning of the modern
petroleum industry, and the
motorist who drives to the filling-
station for fuel is only performing
a modern version of a scene enacted
centuries ago. The filling-station is
a new location for the source of
supply, and twentieth century in-
genuity has improved the service,
but essentially "fill the tank" is
only a different pronunciation of
an order given to slaves of an
earlier era. The ancient people of
Persia, China, and the Caspian Sea
territory used petroleum. Towns
and rivers of Greece and Rome
were named after petroleum, which
was employed to temper the
viscosity of animal and vegetable
oils used in greasing cart-wheels.

With less than a fifth of the
world's known oil resources, the
United States produces nearly three-
quarters of the total supply of
petroleum, and consumes a large
percentage of it. Often the move-
ment for the conservation of
natural petroleum resources in the
United States is called a by-product
of the world war, although it was
approximately seven years after the
war that the need for the conser-
vation policy became evident. In
the years between 1914 and 1918 the
petroleum industry increased its
production to meet wartime de-
mands, and since has been produc-
ing at a rate which has not appre-

ciably decreased. The petroleum
industry saw in the conservation
movement an opportunity to balance
production with demand, and in the
same general policy, the general
public understood that a future
supply of oil would be assured. A
practical programme of petroleum
conservation was in the mind of
President Coolidge in 1924, when
he constituted the Federal Oil
Conservation Board, which was in-
structed to work with the industry
in accomplishing the desired conser-
vation of the nation's natural oil
supply.

The Board began its study, aided
by a committee representing the
American Petroleum Institute,
which undertook to estimate
through the industry, the extent of
the country's petroleum resources.
In a report published a year later
it was suggested that the preven-
tion of gas incident to production
of oil was of paramount impor-
tance to conservation and economical
production; and advocated co-opera-
tion with the industry to restrict
further field development or to
allow operation of oil-fields through
voluntary agreement of owners of
oil-lands. Legislation was held to
be necessary. In 1928 the American
Petroleum Institute adopted a re-
solution in line with the recom-
mendation of the Board, and a Gas
Conservation Committee was ap-
pointed to make the necessary
studies. This Committee recom-
mended enactment of necessary
State legislation to prevent waste
of gas, and it continued its in-
quiries through technical and other
committees.

Conservation became an actual
factor in the oil fields of the United
States in May, 1927, when the re-
presentatives of Oklahoma oil com-
panies met in New York and ap-
pointed an umpire to work out
a restriction programme. Seven
months later, at the suggestion of
the Secretary of the Interior, a
committee was appointed to study
possible legislation designed to make
possible greater conservation. The
petroleum industry, the Federal
Government, and the American Bar
Association were represented on
the committee. Subsequently the
Committee on Legislation suggested
laws authorising agreements be-
tween operators for restriction at
times of over-production. Existing
production methods were declared
unsatisfactory. The second report of
January, 1928, which added that co-
operation within the industry had
become an effective force for bet-
terment of conditions, but still
more could be done. The Secretary
of the Interior sent letters to the
Governors of the various States
asking their views of the possibility
and probability of uniting in a
programme of uniform State legis-
lation along lines advocated by the
report.

Indication of a need of world-
wide restriction in petroleum be-
came apparent when Sir JOHN
CADMAN, of the Anglo-Persian Oil
Co., called for international co-
operation in restriction as a means
of stabilising the entire industry.
Meanwhile, the third report of the
American Petroleum Institute de-
clared that excess production was
clearly apparent, and that the output
had kept ahead of steadily increas-
ing consumption. The need of
legislation was again emphasised.
President Hoover, soon after his
accession to office, announced that
complete conservation of oil would
be a part of his programme. Pro-
duction plans for control by the
Institute were presented to the
Federal Oil Conservation Board at
Washington in April last. The
reply to the Board was that while
sympathetic with the desire of the
industry to control production of
an exhaustible resource, it had been
informed by the Attorney-General
that it was without authority to
approve any plan. Five days later
the Chairman of the Board, informed
the Institute that the Board had
given consideration to questions
affecting the waste of oil due
to over-production; and, as a
solution of the problem apparent-
ly rested with the States, had
decided to discuss with State
authorities the subject of an inter-
State compact on oil conservation.
Directors of the Institute decided
to hold the conservation programme
in abeyance pending development
of the Board's proposal, and to
co-operate with the Board in fur-
ther efforts toward conservation,
as well as in study of the suggestion
in relation to a compact. The com-
plete results of the meeting of the
Governors of oil-producing States,
held at President Hoover's invita-
tion, will be carefully watched by
both official and unofficial figures in
the petroleum industry.

The total output of the Kailan
Mining Administration's mines for
the week ending August 10 amount-
ed to 93,544 tons, and the sales
during the period to 65,156 tons.

A brass plate, to commemorate
the services of Captain Cook to the
Empire has been forwarded to
Vancouver by the Royal Empire
Society to be placed in Christ
Church Cathedral. It is to be un-
veiled by the Chairman of the
Council of the Society, Sir John
Sandeman Allen, M.C., who is
making an extensive tour in
Canada.

The annual general meeting of
the Hong Kong Hockey Club will
be held at Volunteer Headquarters
at 5.30 p.m. on Wednesday, Septem-
ber 4. The business will include
the election of officers and com-
mittee and the adoption of report
and accounts.

In connection with the Graf
Zeppelin's world flight, now almost
completed, it is interesting to note
that the actual flying time for the
journey from Friedrichshafen, to
Tokyo was 99 hours, 40 minutes.
The distance flown was officially
logged as 11,084 kilometres—rough-
ly 7,500 miles.

The following cases of notifiable
disease were reported to the
Medical officer of Health last week:
Plague 1, Chinese (fatal); and 3
infected rats; small-pox 1, Chinese
(fatal); diphtheria 1, Chinese
(fatal); enteric 2, Chinese (1 fatal);
influenza, deaths 1. On Monday no
cases were reported.

Aleko E. Lilius, who describes
himself as a journalist and claims
American citizenship, was again be-
fore Mr. T. S. Whyte Smith at the
Kowloon Magistracy yesterday
morning on charges of fraud. His
complaint demanded the defendant
until next Tuesday afternoon, when
the case will be opened.

At the Repulse Bay Hotel dinner
dance on Saturday, the dancers,
Nina and Jacques, assisted by an
augmented orchestra will give ex-
hibitions of the latest dances in-
cluding the Argentine Tango,
"Dance to Death" and the latest
"Blues" and ball room dances.
Full particulars appear in our
advertisement columns.

Mr. Cassumbhoy, owner of the
s.s. Cassam, which went on the
rocks near Capatsum during the
typhoon, has made a report to the
police of theft on board the vessel.
Articles reported to have been
stolen include an iron safe, a life-
saving raft (valued \$200) four
canvas awnings worth a similar
sum, and other gear, the total value
being estimated at \$470.

The Blue Funnel Line has an-
nounced a plan to extend its Yoko-
hama Shanghai-Manila-Suez-New
York line to Otaru, from early
September. Some steamship com-
panies have been planning to extend
their Pacific route to this northern
Japan port in view of the fact that
direct shipment of cereals to
New York has been inaugurated.
Although this plan is creating
something of a sensation among
shipping concerns in Japan, the
inauguration of this extended line
will be well received by cereal mer-
chants in Otaru.

On Wednesday, September 4, an
entertainment is to be given at the
Royal Naval Canton Theatre in
aid of the dependents of those who
lost their lives in recent naval
disasters—submarines H47 and L12,
and H.M.S. Devonshire. The pro-
gramme is to be given by "The
Buzzers" Follies, and arrange-
ments for the entertainment are
being made under the auspices of
the R.A.O.B. Club. H.E.
The Governor has kindly given his
patronage to the entertainment,
and as tickets are being sold at 25
and 50 cents there should be a crowded
house for such a worthy cause.

Beginning on September 3, the
Dollar line will open a San Fran-
cisco-Manila direct service. The
President Hayes will be the first
boat on this new line. She will
sail from San Francisco on the day
mentioned, and will leave for home
from Manila on September 27.
The only port to be touched at on
the new line will be Honolulu.
The President Hayes will run be-
tween San Francisco and Manila
until some time in February. This
means that until that time an eight
week service will be maintained.
In February another vessel will be
added to make a regular monthly
service.

Public School Tour.
Dr. Montague Rendall, formerly
headmaster of Winchester, and
Chairman of the Public School
Boys' Empire Tour Committee,
recently announced that it has been
decided to make a tour of India
this winter, and that the party of
boys, which will probably number
about forty-five, will leave London
on November 8, travelling by way
of Gibraltar on the Victory of
India. "Although the final details
have not been made," said Dr.
Rendall, "we are making arrange-
ments for an extended visit to Raj-
putana, where we are going to give
the boys a splendid opportunity of
seeing Indian life, including some-
thing of the hunting in the pre-
serves of the Indian Princes. We
are also endeavouring to arrange a
week or more in Kashmir. Our
final itinerary will be ready in
about a week, when we hope to be
able to submit it to Lord Irwin,
who has just arrived home on leave
from India, for his approval. The
list of boys who are going is not
complete, but the applications
which have been received are re-
presentative of many of the public
schools, including Eton, Harrow,
Winchester, and Marlborough."

CONNAUGHT ROAD
MURDER.BOARDER ATTACKS SHOP
EMPLOYEE.

ASSAILANT ALSO INJURED.

A murder was reported at 3.25
p.m. yesterday from 63, Connaught
Road West, 1st floor, occupied by
the Yuen Mei import and export
firm. The place is also used as a
lodging house.
It appears that Wu Chui Mei, a
shop coolie, was suddenly attacked
by a boarder named Hong Ah Mei,
with a razor. A deep gash in the
throat was inflicted from which the
man died in a few minutes.
It is stated that the assailant
then went straight to his cubicle
and attempted suicide with the
razor (which has been recovered).
The man was removed to the
Government Civil Hospital and
placed in the prisoners' ward. His
condition, however, is not serious.
No motive for the crime has so
far been revealed.

K.O.S.B. Deserters Sentenced.

Sentences on Privates Thomas
Smith and Edward O'Donnell, of
the 2nd Battalion K.O.S.B., who
were tried by a District Court
Martial last week for desertion and
loss of equipment, were promul-
gated yesterday. Both men were found
guilty of the charges, and O'Don-
nell was sentenced to 168 days' de-
tention and Smith to 112 days.
O'Donnell had previously been sen-
tenced in England for desertion.
His defence was that he went
aboard a ship when drunk, fell
asleep and awoke to find himself
at sea.

Chinese and Imperialism.

At a meeting of "The League
against Imperialism and Colonial
Oppression," held at Frankfort-on-
Maine last month the British re-
presentative, Mr. James Maxton, in
his speech as president, denounced
the rapacity of the capitalist
Powers who had taken up the white
man's burden as a mere pretext.
He was particularly hard on
Chiang Kai Shek, whom he exposed
as the willing tool of the wicked
Imperialist Western Powers. At
this point a Chinese Soviet emissary
interjected that the British Social-
ist party, of which Mr. Maxton
himself was presumably a member,
was brazenly carrying on the Im-
perialist policy of its Conservative
predecessors. Mr. Maxton, with
some embarrassment, replied that
he on this occasion was speaking
not as a representative of the British
Socialist party, but wholly and
solely on behalf of the Anti-Im-
perialist League. Mr. Maxton's
speech was followed by a fiery or-
ation from the Chinese Communist,
Tsin We To, who met with appro-
bation when he shouted that Chiang
Kai Shek and Ramsay MacDonald
were birds of a feather. Late in
the afternoon, the congress rested
from its orgy of oratory to enjoy
the Soviet propaganda film,
"Storm over Asia."

Looking Back 25 Years.

The announcement that the Star
Ferry Company contemplates the
inauguration of an all-round-the-
harbour service brings up visions
of delightful trips. Hitherto any-
one who wanted to do the rounds
of our beautiful bay had to trust to
the uncertainties and uncleanness
of the Chinese launches which run
on the circular tour, and this, fine
as it is, loses a good deal of its
attractiveness when one has to
travel cheek by jowl alongside an
evil-smelling old coal-coolie. Let
us hope the Ferry Company's action
will introduce a new order of
things.—*Hong Kong Daily Press*,
August 29, 1904.

Looking Back 50 Years.

Wong Amun, a servant to Mr. D.
K. Griffiths, photographer, was
charged with disobedience of
orders. Mr. Griffiths, who resides
in No. 2, Shelley Street, said that
the prisoner had been in his em-
ploy for about five months as a
house servant and cook. When the
prisoner first entered his present
situation his master explained to
him that his predecessor had left
because he went out at nights, and
the prisoner then expressed no dis-
satisfaction at not being able to go
out at night without permission.
About fourteen days ago prosecutor
was robbed through a window
having been left unfastened or
having been opened from the out-
side. Upon enquiries prosecutor
found that the prisoner was in the
habit of constantly absenting him-
self from home at nights. A few
days later prosecutor came home
and found that the door had been
left unfastened by the prisoner,
who had gone out. Prosecutor
locked the door for the night, and
on the following morning caution-
ed the prisoner about his being
absent without leave, and also got
the comrade to tell him. On
Tuesday night prosecutor returned
home at about eight o'clock, and
found the prisoner again absent
without leave. The prisoner said
that he only went out for a few
minutes to buy something. Fined
\$5, in default ten days' imprison-
ment.—*Hong Kong Daily Press*,
August 28, 1929.

"LICENSED" HOUSES
IN CANTON.ABOLITION BEING
CONSIDERED.

[FROM OUR OWN CORRESPONDENT.]

CANTON, Aug. 27.
According to some recently pub-
lished figures the City of Canton
has 139 "licensed houses." The
Society for the Amelioration of
Customs and Beliefs has petitioned
the Bureau of Public Safety to shut
these "houses" at once and to
forbid prostitution by law.
The Head of the Bureau, Mr.
Au Yang Kui, in the course of an
interview, told local Pressmen that
he was keenly interested in this
matter and in the suppression of
the traffic in women.
He was, however, of the opinion
that to abolish the licensed house
system in Canton at once was im-
practicable. He hoped, however,
steadily to minimise the "social
evil" in the city.

BUTCHERS' GRIEVANCE.

Canton's butchers have been on
strike for a couple of months as a
protest against being forced to use
one or other of the four large, up-
to-date and sanitary abattoirs
opened by the Municipality. They
declared that the fees were too high
and that it meant great loss of
time getting the animals to these
places. The Government insisted
on closing the little slaughter
houses all over the city where any
kind of irregularity could go on
and the Cattle Slaughterers' Union
promptly came out on strike. They
have lost a lot of money and find-
ing the Government firm and public
opinion behind authority they have
decided to resume work.

NAVAL LOSSES.

The small gunboat Feipang,
which sank during the typhoon has
been successfully salvaged. The
ship and her fittings were consid-
erably damaged but after a dockyard
overhaul she will be able to take
her place again on the West River
patrol.
The other gunboat lost on the
West River, the Kungkoo, is still
submerged but salvage work is in
progress.

THE WATER SUPPLY.

1,789 M.G. IN ISLAND
RESERVOIRS

Hong Kong.
The total storage in the island
reservoirs on the morning of Mon-
day, August 26, amounted to 1,789.09
million gallons showing an increase
of 173.23 million gallons during the
past week; the amount collected
from streams being 224.70 million
gallons.
The week's consumption amounted
to 51.47 million gallons.

Kowloon.
The total storage in the mainland
reservoirs on the morning of Mon-
day, August 26, amounted to 461.41
million gallons showing an increase
of 8.08 million gallons during the
past week.
The week's consumption amount-
ed to 28.91 million gallons.
The yield from the Shing Mun
River and streams during the week
is 37.29 million gallons.

LEGACY TO CHINESE
HOUSEKEEPER.LOCAL CUSTOMS OFFICER'S
WILL.

Probate of the will of Mr. W. E.
McKenney, a Customs officer, form-
erly residing at 82, Praya East,
Hong Kong, who died in May last
at the age of 60, has been granted
to Kwok Ah Kum, spinster, named
as the executrix.
Property left amounts to \$3,200
which goes to the petitioner, who
for 20 years was housekeeper to the
deceased.
Chan Pak Yu, of 30, Wellington
Street, who died in April last left
local property worth \$12,100. Let-
ters of administration have been
granted to the widow.

Douglas Fairbanks and Mary
Pickford are reported to be among
the passengers from Vancouver on
the Empress of France, which sails
for the Orient on August 29. The
film stars propose to remain four
days in Japan, but have been
known to change their minds as
well as their plans, and it is pos-
sible will be persuaded to stay
longer. Year after year Douglas
Fairbanks has endeavoured to ar-
range to make the trip to the
Orient, but always something has
interfered with any plan in which
he and Mary Pickford could both
participate. He always refused to
make the trip without her.

RELIGIOUS STRIFE IN PALESTINE.

MANY JEWS AND MOSLEMS KILLED.

TROUBLE OVER HEROD'S TEMPLE.

BRITISH FORCES MAINTAIN ORDER.

[REUTER AND BRITISH WIRELESS.]

JERUSALEM, August 28. The trouble in Palestine is generally attributed to the curious situation of the so-called Wailing Wall, which is believed to have formed part of Herod's Temple. For centuries it has been regarded by orthodox Jews as the holiest place of prayer.

The object of their regular pilgrimages, the Wall, however, adjoins Haram al Sharif which is a sacred Moslem area. The authorities recently allowed the Moslems to use a gateway specially made in the Wall as a thoroughfare.

There has been mutual resentment felt by Arabs and Jews meeting on this ground, the Arabs feeling that the Jews desire to appropriate the ground, while the Jews feel that their worship is being interfered with.

TROUBLE RAPIDLY SPREADS.

MANY CASUALTIES.

[THROUGH REUTER'S AGENCY.]

JERUSALEM, August 28. Disturbances have broken out at Telaviv, where martial law has been proclaimed.

Some Jews have been killed in the Arab quarters at Jaffa.

The Palestine Government, in a communique, states that Jerusalem is now quiet. British infantry, Air Force, and armoured cars are keeping order. British Police and special constables are patrolling all parts of the town.

The casualties in Jerusalem since the beginning of the outbreak have been:—

Killed.

Jews	11
Moslems	10
Christians	3

Seriously Injured.

Jews	37
Moslems	20
Christians	1

Five people of different communities have died of their wounds.

Slightly Injured.

Jews	66
Moslems	32
Christians	18

The Telaviv Fighting.

JERUSALEM, Later. It is now learned that the trouble at Telaviv began when Moslems following an Arab funeral broke away from the procession towards various streets in the Jewish quarter.

The Police fired and six Arabs were killed.

The Jerusalem City Council at three o'clock in the afternoon issued a statement that the Arabs were attacking Mahanayeh and Shahrash.

A later message issued by the Council stated that Arabs were every moment making fresh attacks in new localities. Five Jews were killed at Telaviv.

The statement accuses the Government of putting obstacles in the way of the Jews' self-defence. It says that the Arabs are preparing attacks on every other section in the country.

An attack on Bethalpa, where many Americans live, was repulsed.

Barracks Attacked.

A communique says that order has been re-established at Hebron. The districts of Gaza and Beerseba are quiet.

An Arab attack on the Police barracks was repulsed. Two Arabs were seriously injured.

Clashes also occurred at Baizan and Hadaracarmel. The situation at Safed was tense but improved on the arrival of a contingent of the Trans-Jordan Frontier force.

Aircraft and armoured cars from Amman are operating in various parts of the country.

The Arabs also attacked the Government offices at Jaffa. The British Police fired and repelled the attack. Five Arabs were killed and 30 wounded.

H.M.S. Eagle Ready.

MALTA, August 28.

It is authoritatively reported that the aircraft carrier Eagle and two destroyers have been refuelled and provisioned ready to proceed to Palestine to-morrow.

PROTECTING AMERICAN LIVES.

A REQUEST TO BRITAIN.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, August 28. The State Department has instructed General Dawes, Ambassador in London, to approach the British Foreign Office and express the earnest hope that Great Britain will take immediate comprehensive measures to protect American lives and property in Palestine.

Mr. H. L. Stimson has made it clear that the United States has no intention of despatching a warship to Palestine. The State Department has so far received no request in this connection from Americans in Jerusalem.

COLONIAL OFFICE STATEMENT.

SUMMARY OF THE POSITION.

[BRITISH WIRELESS SERVICE.]

LONDON, August 28. The Colonial Office issues the following statement:—

Summarising the position in Palestine on the information available as it was on Sunday morning, the Acting High Commissioner states that the old city of Jerusalem was then quiet, but there was some desultory firing and incendiary in the new quarters. The situation in the Jewish outlying quarters of Jerusalem was not yet under control and there was still some looting with casualties.

The Jewish Garden City of Talpiot, near the railway station, has been temporarily evacuated by the inhabitants.

On Saturday there was an attack by the Arab mob on small Jewish quarters. Up to the present the known casualties include 45 lives, while 80 Jews were seriously wounded. The Moslem casualties were eight killed and 10 wounded. Four hundred and fifty Jews have been temporarily accommodated in the Police barracks, and the town is now reported to be quiet.

Alarm in Jaffa.

In Jaffa the situation at eight o'clock on Sunday morning caused some alarm in view of a possible demonstration and risks of a clash at Telaviv. The district authorities, however, succeeded in averting a demonstration for the moment, and the Acting High Commissioner felt no doubt that the arrival of the British warship Sussex at Jaffa early on Monday morning would cause a cessation. Nabulus remained uneasy, but an outbreak had so far been averted. There are no reports of attacks on the Jewish colonies in the north: Gaza and Beerseba were quiet but restive.

A Proclamation.

The Colonial Office adds that the Acting High Commissioner issued the following proclamation on Sunday:—

This is to give notice to the public of Palestine that His Majesty's Forces are operated in the country with the sole object of quelling the present disturbances and promptly restoring order. Exceptional measures of repression will be avoided as far as possible, but the troops will not hesitate to use force against all disturbers of the peace without distinction.

ITALY AND AERIAL TROPHY.

NOT DEFINITELY "OUT" AS YET.

NEW PROPOSALS.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 27.

Italy's intention regarding the Schneider Trophy contest is still obscure.

It is believed that the Italian authorities are withholding a definite decision pending a meeting of the Schneider Trophy Committee to-morrow when Italy is credited with the intention to submit a proposal for a miniature Anglo-Italian Schneider Race, in which the actual trophy will not be involved.

Meanwhile, Reuter's correspondent at Rome reports that the Italian team have been instructed to keep themselves in readiness to leave for England.

The final decision as regards participation, he adds, will probably be postponed until after the arrival of the team in England.

DESENZANO, AUG. 28.

The body of Captain Giuseppe Motta, the Schneider Trophy pilot, who was drowned in an accident last week, has been found at a depth of from 180 to 200 feet in the Lago di Garda.

"PEITAH-ON-SEA."

NEW RESORT IN THE NORTH.

["D.P." Special Service.]

Peking.—A humble seaside resort founded by American missionaries is becoming the most popular "watering place" of China, thanks to the patronage this summer of some of the most prominent Chinese militarists and civil officials.

The resort is Peitaho, on the shores of the China Sea near Shan-hai-kwan, where the mountains come down to the sea, and where the Great Wall of China ends.

Peitaho's rise to fashionableness is paralleled in Japan, where the mountain resort Karuzawa, also founded by missionaries, has become the fashion centre of Japan in the summer months.

For many years Peitaho had no particular pretensions to fame. It had been selected at the beginning of the century by missionaries as a comfortable place to spend the summer. Many of them built houses, and leased plots of ground for small sums. Here they bathed in the ocean, walked on the beach, and had religious conferences.

If Peace Prevails.

Where the missionaries blazed the trail, the diplomats and business communities in Peking and Tientsin followed. Soon many of them began to go to Peitaho for the summer.

Now the Chinese officials have paved the way for a boom. Peitaho by visiting the resort for a few weeks. Marshal Chang Hsueh-shan, overlord of Manchuria, spent ten days at Peitaho this summer, and this was the final touch needed. After Marshal Chang's visit, many of the chief dignitaries on both sides of the wall spent some time in the resort.

Marshal Chang visited the simple little resort in style. He took with him two long trains, one to carry his 1,000 personal body-guards, and the other, consisting of thirteen cars, for himself and his staff. He bathed daily and played tennis with his staff and with foreign friends.

If the railway line remains open, and peace prevails, prophets predict a real boom for Peitaho next summer. Land values had dropped to almost nothing with the civil wars in this region during the past few years. They have already risen rapidly, and with continued peace promise to reach new heights.—United Press.

COMMUNISM AND PEPING.

SPECIAL DETECTIVE FORCE FORMED.

[United Press.]

Peking.—The Communist menace is viewed with great alarm by military authorities in Peking, and they announce the formation of a special detective corps of 1,000 especially to track down and arrest Bolsheviks.

The Communists, which arouse such heavy fear are not Russians, but Chinese. They are accused of spreading communist literature and of plotting for uprisings similar to those which have resulted in the massacres of thousands of persons in southern provinces of China during the past year.

"RING DOWN THE CURTAIN?"

BREAK-UP OF CONFERENCE FEARED.

COMPLETE DEADLOCK.

[THROUGH REUTER'S AGENCY.]

THE HAGUE, Aug. 28.

The British delegation has devoted all day to a careful study of the latest offer of the other creditor Powers, France, Italy, Belgium and Japan, in reply to Mr. Snowden's demands for a fair discussion of the reparations annuities.

The offer has been examined in every detail, though it is stated to be extremely complicated, and it is expected that the reply of Mr. Snowden will be forthcoming this evening.

Another Turn-Down.

LATER.

Reuter's correspondent in Paris says that it is understood that Mr. Snowden to-night informed M. Jaspard, the Belgian Premier, that the offer of the four Powers is inefficient and unacceptable.

Mr. Snowden's decision at once creates a fresh deadlock as it has already been emphasised at The Hague that the offer represented the last word of the four Powers.

Not Enough For Britain.

LATER.

It is confirmed that Mr. Snowden has rejected the latest proposals of France, Italy, Belgium and Japan, which involve complicated accountancy and offer British approximately an additional Mks. 28,000,000 per annum as compared with Mks. 48,000,000 annually for thirty-seven years, which Britain is asked to surrender under the Young Plan, and which Mr. Snowden has definitely refused to accept.

It is noted that whereas a previous plan submitted was alleged in French circles to be eighty per cent. of Britain's claims, it is not claimed that the latest proposal represents more than 75 per cent. while Britain's examination reveals that, to their mind, the new concessions represent only 58 per cent.

France Feels Fain.

M. Loucheur has issued a statement expressing painful surprise that Mr. Snowden has refused the offer.

M. Loucheur said that France would refuse to acquiesce in the demolition of the Young Plan. The other four creditor Powers were united in their attitude and would decline to make a fresh offer. They would leave the initiative from now on to Mr. Snowden.

Floods of Obligation.

PARIS, Aug. 27.

"Perfidy," "Diabolical Obstinacy" and "Blackmail" are among the epithets with which newspapers have denounced the British Chancellor for rejecting the Four Powers' latest proposals.

Faint hopes are expressed that a "third party" at the instance of Mr. Adachi, can devise any solution.

The Final Curtain?

LONDON, Aug. 27.

What seems like the ringing down of the final curtain at The Hague Conference is a letter to M. Jaspard from M. Briand in which the latter suggests a meeting of the six inviting Powers, for the purpose, according to reports from The Hague, "of ending a situation which now appears to be without any prospect of success."

The six Powers accordingly meet at 5 p.m.

JAPANESE APPOINTMENTS.

OFFICIALS LEAVING.

Nanking.—While the Japanese Government has been communicating with the National Government in regard to the appointment of Mr. Sadao Saburi, its Counsellor of the Japanese Embassy at London, as the Japanese Minister to China in succession to Mr. K. Yoshizawa, the Ministry of Foreign Affairs of the National Government to-day sent a telegraphic instruction to the Chinese Minister to Japan, Mr. Wang Yung-Pao, ordering him to convey the Government's view that the Chinese government would agree with the Japanese government on the appointment of Mr. Saburi as the successor to Mr. K. Yoshizawa.

Mr. K. Yoshizawa, Japanese Minister to China, who has been staying in Peking in order to bid farewell to Chinese and foreign authorities there, has left for Japan by way of Mukden and Chosen.

ZEPPELIN OFF AGAIN.

LAST LEG OF WORLD CIRCUIT.

DR. ECKENER'S ILLNESS.

[REUTER'S AMERICAN SERVICE.]

LOS ANGELES, Aug. 28.

The flight of the Graf Zeppelin across the Atlantic was marred by the illness of her commander, Dr. Eckener, as the result of the strain of the voyage.

As soon as the dirigible was moored, he was hurried to a hotel in a state of exhaustion in order that he might get a proper rest before the resumption of the flight to Lakehurst Field, completing the journey round the world.

The trip across the American continent will probably start within the next few hours. The airship's engineers report that the vessel is in perfect condition.

ON to Lakehurst.

LOS ANGELES, Aug. 27. The Zeppelin left here for Lakehurst at 12.14 a.m.

In leaving, it thrilled the spectators by scraping a high-tension electric wire with its tail.

MR. WARREN PACKARD KILLED.

A SEAPLANE CRASH.

[REUTER'S AMERICAN SERVICE.]

DETROIT, Aug. 27.

Mr. Warren Packard, a son of one of the founders of the Packard Motor Company, was killed and his companion seriously injured, when their seaplane nose-dived into a river to-day.

OPIUM SMUGGLERS' MISADVENTURES.

A DUCKING AND LOSS OF CONSIGNMENT.

FINDINGS, NOT KEEPINGS.

The North China Daily News gives an amusing account of the adventures and misadventures of a gang of smugglers, who left Hankow on August 14 by the Jardine, Matheson & Co. steamer Teh-hwo. When the boat neared Kiukiang, a sampan put off to take the smuggled drug off before she berthed. There were 750 ounces of opium at stake and three armed smugglers were in charge of the cargo. A rope was thrown to the sampan, but, on account of the force of the wind at the time, the rope fell short and one of the sampan's crew fell into the water, but was fortunately fished out again.

The steamer could not make the jetty and, after she had been at anchor for two hours, the smugglers, growing impatient and fearing that an embarrassing investigation might be made, cast the opium into the river. Owing to the force of the current, the sampan failed to pick it up and it drifted away and was picked up by two fishermen some distance down stream. The bundles were wrapped in oil-cloth and contained an embroidered bed quilt in which the opium was hidden. One of the fishermen, named Chien, bargained with the other, whose name was Tsai, that for \$10 he would be recognized as the sole owner of the find. This was agreed to and he secreted the stuff in the house of his mistress. The next day, Tsai demanded his ten dollars and, the opium not having been disposed of, he was unable to satisfy him and a quarrel ensued.

This let the cat out of the bag and those interested in the purchase of smuggled opium hastened to buy at a cheapened price. Kang, the leader of the opium smugglers, had to report to his employers that he had lost the consignment, and as there is little honour amongst thieves, they believed that it was a put-up job and that he was scheming to get the whole proceeds for his own use. This led to further squabbling and the affair became a matter of public knowledge and came to the ears of the police, who promptly sent men to the home of Tsai, the fisherman, and found there 80 ounces of opium and 8400 received from sales. The rest of the cargo had been disposed of. Tsai was arrested, but Kang, who was the chief of the smugglers, had got wind of the raid and disappeared.

The matter is still under investigation. According to those who know, opium smuggling on the river is a highly organized game. The principals put up a large sum of money and hire bravos, like Kang and his clique, to run the drug. The boat hands are all in the know and do their best to further the interests of the smugglers, so the traffic is not easily prevented.

DEATH OF SIR E. SATOW.

A FAMOUS ORIENTAL SCHOLAR.

EX-MINISTER TO CHINA.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 28.

The death has occurred of the Right Hon. Sir Ernest Mason Satow, P.C., G.C.M.G., well-known as former Minister to Japan and later to China.

The late Sir Ernest Satow, who was 81 years of age on June 30 last, was educated at Mill Hill School and University College, London. He was admitted as a barrister at Lincoln's Inn in 1887, and entered the diplomatic service as a student interpreter in 1893.

He was Japanese Secretary to the British Legation in 1898, became Consul-General at Bangkok in 1894, and Minister Resident in the following year. In 1898, he was appointed Minister Resident at Montevideo, and in 1903 was made Minister at Morocco.

In 1905 Sir Ernest Satow was transferred to Japan as Minister, and he remained there until appointed to Peking in 1909, where he was Minister for six years.

He was a skilled linguist, and in this connection he wrote several text books on the Japanese language. He was also the author of several other works, the last of which, "A Diplomat in Japan," appeared in 1921. Since his retirement he had been living at Ottery St. Mary, in Devonshire.

ANOTHER MISSIONARY MURDERED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Aug. 27.

The Franciscan Procurator has received a telegram that Father Tibource Clouds, aged 33, and a native of Antwerp, has been murdered at Ichang. There are no further details at present.

SHANGHAI DOCTOR SEVERELY CRITICISED.

RUSSIAN WHO WAS STABBED IN A BRAWL.

STORY OF HALLUCINATIONS.

DOCTORS' "EXAGGERATION OF KNOWN FACTS."

Shanghai.—The verdict in the inquest on V. Shapanski, who was stabbed in the Russian Invalid Club after an altercation with P. Surinkoff, was given by Judge Kih and Mr. Stevens at the Provisional Court after two witnesses from the Victoria Nursing Home had given evidence as to the state of the deceased when put under their care after he had been removed from the General Hospital.

Male Nurse's Evidence.

Mrs. Ross, a nurse of the Victoria Nursing Home, in answer to the judge, said that bromide was given to the deceased, but had no effect on the patient. After she had submitted laboratory charts of the deceased's treatment in the Mental Ward, Mr. Stevens asked why nothing had been given to the deceased to pacify his delirious condition which was a result of drink which was in his system.

In reply Mrs. Ross said that they could not do anything without the doctor's orders.

Mr. C. West, British male nurse of the Mental Ward, told the Court that the deceased was sent to the ward and was reported to be suffering from delirium tremens. He said that when the deceased was admitted into the ward he answered different questions perfectly well which, he had asked, but at two o'clock he was very restless and was in a state of collapse.

Telephoned the Doctor.

He telephoned Dr. Barry who ordered that a second dose was to be given to the deceased. In answer to the judge witness said that he had tended hundreds of cases of delirium tremens and that two doses of bromide were usually applied.

Mr. Stevens disagreed and said that certain eminent medical authorities stated that bromide should not be given to cases of delirium tremens, as it quickened the rate of death.

He asked what the exact hallucinations were that he saw the deceased suffering from. Witness stated that deceased told him that he was chasing a cat and saw dogs, mice, etc.

THE SINO-RUSSIAN DISPUTE.

HOPES FOR PEACEFUL SOLUTION.

PERSUADING THE SOVIET.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 28.

Mr. Jerome Greene, the chairman of the American Council of the Institutions of Pacific Relations, interviewed by Reuter in London to-day, en route to Russia, foreshadowed efforts to persuade the Soviet Government to participate in the forthcoming conference of the Institute in Japan.

Mr. Greene said he did not know whether the conference would have any effect on the Manchurian situation but "while in Russia, we shall try to get in contact with the Manchurian situation."

RUSSIA'S NEW OFFER.

[Wah Tai Yat Pao.]

NANKING, Aug. 27.

The Central Government has received a telegram from the Chinese Minister to Berlin, Mr. Chiang Tso Ping, saying that M. Karakhan has notified the German Government that Russia will resume negotiations provided China is willing to agree to the appointment of a Soviet director of the Chinese Eastern Railway.

THE NANKING EXPLOSION.

[Wah Tai Yat Pao.]

NANKING, Aug. 27.

As a result of the explosion of the ammunition dump in Nanking on Monday, the loss is rumoured to be \$10,000,000. The casualties were heavy. The cause of the explosion is still not revealed, but over 100 suspects have been arrested.

Court's Verdict.

After further questioning the Court retired for a brief interval and when they returned read the verdict which ran as follows:— "One of the principal objects of an inquest is to seek information and to obtain and secure evidence in case of death by violence or other undue means, so that if death has been caused by a criminal agency the guilt may be discovered and the innocent absolved. Keeping these objects in view the following verdict is rendered:—

"After inspecting the body and hearing the testimony adduced, it is found that the deceased, V. Shapanski, came to his death on July 13, 1929, in the Mental Ward of the Victoria Nursing Home by hyperaemia of the brain; and that the consequent fever and effect upon the heart could have been safely controlled and gradually reduced had there been a proper diagnosis by the physicians in charge of the case and had there been exercised reasonable and ordinary care and diligence in the treatment of the patient.

"That the statement given in evidence by Drs. Yassinsky and Barry, to the effect that their patient was suffering from acute alcoholic poisoning, were successfully rebutted upon cross-examination and by better evidence.

Alleged Cause of Death.

"That the testimony given by Dr. Yassinsky and Barry as an excuse for putting their patient into the ward with the insane, namely that he was in such a wild state of delirium as to be a danger to himself and of the other patients, was an exaggeration of known facts.

"That the statement made by Dr. Barry in his medical certificate of death to the effect that the primary cause of death was the stab wound inflicted by Surinkoff was false; having been proven so by the report of the autopsy, the testimony of other doctors, and upon cross-examination by Dr. Barry's attempted disavowal.

"That the conduct of Dr. Barry in issuing, before an inquest could be held and an autopsy ordered, a medical certificate of death to cover a case which he had reason to believe would involve a charge of homicide, was highly irregular and culpable."

(signed) "H. E. Stevens."

MARTELL'S BRANDIES

V. S. O. P.

BOTTLED IN

COGNAC AND

GUARANTEED

PURE GRAPE

BRANDY

BY

MARTELL & CO.



THREE STAR

V. V. E. S. O. P.

SOLE AGENTS—

GANDE, PRICE & CO., LTD.

WINE & SPIRIT MERCHANTS.

St. George's Building, Ice House Street,

TEL. C. 135.

HONG KONG.

DAILY SHARE QUOTATIONS.

HONG KONG STOCK
EXCHANGE.SHAREBROKERS'
ASSOCIATION.

Buyers	Sellers	Sales	Nominal	TUESDAY, AUGUST 27.	Buyers	Sellers	Sales	Nominal
Banks								
\$1,230	...	...	\$128	H.K. Banks	\$1,335	...	...	...
2109	...	...	...	Do. (London) ..	...	...	...	2181
...	...	...	...	Chartered Banks ..	...	...	...	2341
...	...	...	...	Mercantile Bks. "A"	...	...	...	216
...	...	...	...	Do. (def.) ..	...	...	...	216
...	...	...	...	Bank of East Asia ..	...	...	...	290
Insurance								
...	...	...	...	Canton Ins.	...	...	...	3630
...	...	...	...	Underwriters ..	...	...	...	...
...	...	...	...	North China ..	...	...	...	...
...	...	...	...	Union Ins.	...	...	...	...
...	...	...	...	Yangtze Ins.	...	...	...	...
...	...	...	...	China Fire ..	...	...	...	...
...	...	...	...	H.K. Fire ..	...	...	...	...
Shipping								
...	...	...	...	Douglases ..	...	...	...	...
...	...	...	...	Steamboats ..	...	...	...	...
...	...	...	...	Indos (pref.) ..	...	...	...	...
...	...	...	...	Do. (def.) ..	...	...	...	...
...	...	...	...	Shell Transports ..	...	...	...	...
...	...	...	...	Water-roads ..	...	...	...	...
Mining								
...	...	...	...	Benquets ..	...	...	...	...
...	...	...	...	Kailans ..	...	...	...	...
...	...	...	...	Langkats (comb.) ..	...	...	...	...
...	...	...	...	Do. (single) ..	...	...	...	...
...	...	...	...	Explorations ..	...	...	...	...
...	...	...	...	Shanghai Loans ..	...	...	...	...
...	...	...	...	Raub ..	...	...	...	...
...	...	...	...	Tronoh Mines ..	...	...	...	...
Docks, Wharves, Godowns, etc.								
...	...	...	...	H.K. & K. Wharves ..	...	...	...	...
...	...	...	...	Providents ..	...	...	...	...
...	...	...	...	H.K. Docks ..	...	...	...	...
...	...	...	...	Shanghai Docks ..	...	...	...	...
...	...	...	...	New Engineering ..	...	...	...	...
...	...	...	...	Hongkows ..	...	...	...	...
Cotton Mills								
...	...	...	...	Ewon ..	...	...	...	...
...	...	...	...	Shai. C'ons (old) ..	...	...	...	...
...	...	...	...	Do. (new) ..	...	...	...	...
...	...	...	...	Zong Sings ..	...	...	...	...
Lands, Hotels and Buildings								
...	...	...	...	H.K. & S. Hotels ..	...	...	...	...
...	...	...	...	H.K. Lands ..	...	...	...	...
...	...	...	...	Shanghai Lands ..	...	...	...	...
...	...	...	...	H.K. Realty ..	...	...	...	...
...	...	...	...	Humphreys ..	...	...	...	...
...	...	...	...	Chinese Estates ..	...	...	...	...
Public Utilities								
...	...	...	...	Tramways ..	...	...	...	...
...	...	...	...	Peak Trams (old) ..	...	...	...	...
...	...	...	...	Do. (new) ..	...	...	...	...
...	...	...	...	Star Ferries ..	...	...	...	...
...	...	...	...	C. Lights (old) ..	...	...	...	...
...	...	...	...	Do. (new) ..	...	...	...	...
...	...	...	...	H.K. Electric ..	...	...	...	...
...	...	...	...	Macao do.	...	...	...	...
...	...	...	...	Sandakan Lights ..	...	...	...	...
...	...	...	...	Telephones ..	...	...	...	...
...	...	...	...	China Buses ..	...	...	...	...
...	...	...	...	Traction ..	...	...	...	...
...	...	...	...	Do. (pref.) ..	...	...	...	...
Industrials								
...	...	...	...	Canton Lees ..	...	...	...	...
...	...	...	...	Cementa (comb.) ..	...	...	...	...
...	...	...	...	Do. (old) ..	...	...	...	...
...	...	...	...	Do. (new) ..	...	...	...	...
...	...	...	...	Ropes ..	...	...	...	...
...	...	...	...	China Sugars ..	...	...	...	...
...	...	...	...	Malayan Sugars ..	...	...	...	...
...	...	...	...	United Asbestos ..	...	...	...	...
Miscellaneous								
...	...	...	...	Dairy Farms ..	...	...	...	...
...	...	...	...	Der A. Wings ..	...	...	...	...
...	...	...	...	Amusements ..	...	...	...	...
...	...	...	...	Constructions ..	...	...	...	...
...	...	...	...	Lane Crawfords ..	...	...	...	...
...	...	...	...	Mackintosh ..	...	...	...	...
...	...	...	...	Nanyang Tobacco ..	...	...	...	...
...	...	...	...	Sinceres (old) ..	...	...	...	...
...	...	...	...	Do. (new) ..	...	...	...	...
...	...	...	...	Watsons ..	...	...	...	...
...	...	...	...	Wm. Powells ..	...	...	...	...
...	...	...	...	E. Ind. G. & Bonds ..	...	...	...	...
...	...	...	...	H.K. Govt. Loan ..	...	...	...	...

Money and Markets

SUGAR.

RESTRICTION TALK FROM
JAVA.

The following letter dated July 19 was received by Messrs. Pen-treath & Co. from Messrs. Hornby, Homelky & Co., Liverpool.

Strong markets have again been in evidence. Rumours that Java is actually in favour of some form of restriction scheme and is willing to co-operate with other producing countries, provided these countries are also willing to restrict their output, has been the cause of the further advance registered both in London and in New York during the past week.

A salient feature of the week was the large business done in Java sugars, amounting to 370,000 tons of whites at 12 1/2 guilders and 68,000 tons browns at 11 guilders, by the Java Trust to Java shippers and merchants. It is estimated that the Java Trust has already sold 1 1/2 million tons of the coming crop. The East is very firm and the trust is not a seller except at increased prices.

There is resumed talk in America of a single selling agency, which, rumour says, is to be appointed shortly, and which will hold the minimum price of shipments to the United States at 2 1/2c. c. and f.

One or two complaints are being received from the Continent regarding dry weather, but these must not be taken too seriously, at present, in view of the ideal weather that the crop has had since planting time.

The Board of Trade figures for the United Kingdom during the month of June give the total consumption as 198,318 tons, against 192,660 tons in May and 177,802 tons in June last year. Stocks are given as 199,250 tons, against 215,550 tons in May and 312,500 tons in June last year.

Market Nervous.

At the moment, the market is in a highly nervous condition, and any form of agreement to restrict production which might be come to between Java, Cuba and other producing countries would, no doubt, have the effect of advancing prices sharply. We therefore continue to maintain the opinion expressed in our recent reports that purchases on temporarily quiet markets should eventually prove advantageous.

Close London:—

Raw Beet: August 8s. 11 1/2d., last week 8s. 8 1/2d.; December 8s. 8d., last week 8s. 7 1/2d.; March 8s. 7 1/2d., last week 8s. 6d.

White: August 11s. 1/2d., last week 11s. 3d.

Our New York correspondents cable that Cuban support, short covering and new long buying are due to reports from Cuba that the essential features of a single selling agency have been agreed upon, and that an early formation is probable. Production and consumption statistics are more bullish. Sentiment is more optimistic towards the outcome of the Amsterdam conference.

A further cable states that reports are current that, there is every possibility of the Cuban single selling agency taking definite form before the middle of August.

RUBBER ESTATES OF
MALAYA.400,000 SHARES OF £1 FOR
ISSUE AT PAR.

Subscriptions are invited at par for 400,000 shares of £1 in the Rubber Estates of Malaya, Ltd., being the whole of the authorized capital. The company has been formed to acquire and develop the Amoy Chippie Estates, comprising a total area of 6,631 acres, of which 6,370 acres are under rubber, 3,950 acres being mature.

The properties are situated on the main Government road from Johore Bahru to Kota Tinggi, in the State of Johore; all have road frontage, and are four miles from the town of Kota Tinggi, whence can be shipped on through bills of lading to Europe and America.

Estimates of crops are given rising from 1,404,760 lb. in the first year. This is equivalent to an average yield of 355 lb. per mature acre. Cost estimates are set out ranging from 7 1/2d. for the first year.

The purchase price to the company is £244,227, which is equivalent to 2 1/2s. per planted acre, the capitalisation per planted acre, being £28 1/2. There will be available as working capital the sum of £55,773, less brokerage, which the directors regard as sufficient for all estimated expenditure and for the general purposes of the company.

Assuming the crop and cost estimates to be achieved, earnings of consequence in the initial stage depend upon an advance in the price of the commodity. The whole of the issue is underwritten.

IMPORTS—PRICES
CURRENT.

The reports and prices are published as supplied by Importers, and the Chamber cannot accept responsibility for the accuracy thereof.

Metals.	
Dull, nothing doing.	
Iron and Steel.	
Steel Bars (round 1 1/2")	\$4.45
" Angles	4.30
" Rods	4.20
" Plates	4.00
" Sheets	4.05
Swedish Bars	11.10
Small round rods	4.95
Hoops, black steel	5.20
" galvanized	11.00
Black Tubes 1 1/2"	7 1/2
Galv. Tubes 1 1/2"	6 1/2
Steam Tubes 1 1/2"	—
Wire Nails, 1 1/2"	7.50
Galvanized corrugated sheets, 24.26	per 100 lbs. \$40.73.30
Galvanized flat sheets, 1 1/2"	per 100 lbs. \$26.83.30
Galvanized 3/32" x 4" x 1/4" p. picul	\$9.70
Galvanized wire 18/22	11.20
Galvanized wire 3" x 7"	—
(Japan made)	—

Lead.	
H.M. Spot	14.50
" To arrive	14.90
Australian—B.H.P. Spot	15.10
" To arrive	15.10
English Yellow Metal	—
Sheets	—
Japan make 20 ozs.	—
Slabs	—
Tiles	—
Zinc Sheets, 8 x 4	—
Waste and Old Materials	—
Typ. English I.C.W., 20" x 14", 100	8.15
lbs. Spot	8.30
English I.C.W., To arrive	8.30
English I.C.W., 14" x 14",	8.30
110 lbs. Spot	9.20
English I.C.W., To arrive	9.20
American I.C.W. (Spot) 30" x 14"	11.50
100 lbs. p. box 112 sheets	11.50
American I.C.W. To arrive 20" x 4"	11.50
100 lbs. p. box 112 sheets	11.50

Petroleum Products.	
WHITE ROSE BRAND	per case 4.05
COMET BRAND	3.89
COCK	3.59
EGAL BRAND	2 tins 3.59
SECURITY MOTOR GAROLINE	per case 6.20
SILVER LIGHT	3.39
CROWN BRAND	68 lbs. per 2 tins 3.50
8 1/2 galls. 68 lbs. per bulk 2.50	5.45
CROSS BRAND	71 lbs. per 2 tins 3.24
1 1/2 galls. 71 lbs. per bulk 2.54	3.42
LAMP GLASS	per 2 tins 3.42
SHELL MOTOR SPIRIT	per case 6.20
" "	per bulk 5.95
" "	per 2 tins 5.95
" "	per gallon (ex pump) 0.65
TEXACO "SCALE"	per case 3.95
" " " " " "	3.62
" " " " " "	6.20

Cocoa.	
KAIPING—No. 1 Lump	15.00
" " " " " "	15.00
" " " " " "	11.80
" " " " " "	8.40
" " " " " "	8.70

Flour	
Quotations	per sack \$4.03
American Patent	3.10-3.40
" " " "	3.20-3.55
" " " "	3.35-3.45
Shanghai Flour	—
Australian No. 1	—
" " " "	—
" " " "	—
Canadian Cut off	2.95-3.05
" " " "	2.90-3.00
" " " "	2.80
" " " "	2.70

Stocks	
American	220,000 bags
Canadian	150,000 "
Australian	30,000 "
	380,000 bags

MARKET—Very little change since our last report.

Sundries.	
Window Glass—	
4th Quality of 100 sq. ft. per box	—
(Reported sales 2,000 cases.)	—
Fair average sizes—	1002 18oz
1/16" thick	per box 5.50 5.70
1/8" (27 ozs.)	13.50

China, India and Straits Produce.	
Java Bough White	per picul \$7.03-7.18
(Reported sales 36,775 piculs. Spot.)	—
Java Bough White	per picul \$7.20-7.43
(Reported sales 23,225 piculs. To arrive during Oct., Nov., Dec. 1929.)	—
Java Bough White	per picul \$7.58-8.28
(Reported sales 2,850 piculs. Spot.)	—
Java Bough Brown	per picul \$6.35-6.65
(Reported sales 24,864 piculs. Spot.)	—
Java Bough Brown	per picul \$6.58-6.68
(Reported sales 1,650 piculs. To arrive during Sept., Oct., 1929.)	—
Java Molasses	per picul \$5.78-6.10
(Reported sales 17,566 piculs. Spot.)	—

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 26.	
Paris	123.885
New York	4.84 25/32
Brussels	34.885
Geneva	25.185
Amsterdam	12.095
Milan	22.96
Berlin	20.36
Stockholm	18.10
Copenhagen	18.215
Oslo	18.203
Lyons	16.2
Frankfurt	16.2
Hamburg	16.2
Madrid	32.96
Lisbon	108.20
Athens	276
Bucharest	317
Rio	57
Buenos Aires	474
Bombay	1/8 27/32
Shanghai	3/44
Hong Kong	1/11 3/32
Yokohama	1/11 3/32
Silver (spot)	54 5/16
Silver (forward)	24 7/16

"NONE BUT THE
BRAVE."ANOTHER CONQUERING
HERO.

[BY OUR FILM CRITIC.]

"None but the Brave" shows Charles Morton in one

LAST NIGHT'S WATER POLO.

CHINESE "B" GET A RUDE SHOCK.

FANCIED TEAM HAS CLOSE SHAVE FROM KOWLOON "B."

V.R.C. JUNIORS' EASY WIN.

[By "WATERMAN"]

At the V.R.C. bath last night two very thrilling water-polo games were seen, but there was no upset, the better team winning in both games.

The Borderers' second string held the V.R.C. juniors during the first half of their game, but the latter team obtained five goals in the second half and finished up winners by 6 goals to 1.

The Chinese "B" were hard put to it by Kowloon "B," who led with a single goal almost until the interval, when the Chinese were able to equalise. In the second half, the Chinese, although playing with a man short managed to take the lead and finally emerged winners by 4 goals to 1.

V.R.C. "B" v. K.O.S.B. "B." defence again. Just before the interval Freeman equalised for the soldiers with a shot that left Rocha helpless.

Second Half.

The second half was totally different. The V.R.C. team kept up their speed, but the soldiers were somewhat ragged, and often gave up chasing the leather. Victor receiving a pass from Lawrence registered the second goal for the V.R.C. Lawrence added a third and Victor was responsible for the fourth and fifth goal while Lawrence added a sixth before the end.

The soldiers lost mainly because they could not keep up with the V.R.C. Their backs were quite good, but the forward line was too slow to be of any use and consequently they missed many good opportunities.

Referee: Mr. Weyman.

The Teams.

K.O.S.B. "B": Belm, Walker, Kirkhope, Kendall, Gardner, Turner, Freeman.

V.R.C. "B": Rocha, Remedios, Gosano, Lawrence, Foraita, Victor, Remedios.

The Game.

The V.R.C. "B" pressed from the commencement and their forwards kept the Borderers' backs very busy. The goalkeeper was tested several times with moderate efforts, but the proved sound. The V.R.C. players tried very hard to score a goal, but with the soldiers fresh, they kept the home team away. A scramble in front of the Borderers' goal gave Lawrence an opportunity and he opened the scoring for the Club.

The pressure was kept up, but the Club was not able to increase their lead. Remedios played a good game at centre half and fed the forwards well, but the latter could not get through the soldier's

The Teams.

Kowloon "B": Angus, Pearne, Murphy, Henry, Frost, Bliss, Lawson.

Chinese "B": Chan Sek Pu, Sung Lu Tak, Kwong Fung Sau, Chan, See Lok, Tan Chan Hin, Leung Shiu Man and S. H. Wong.

The Game.

Brisk exchanges marked the commencement at the game, Kowloon testing the Chinese goalie first and the Chinese testing Kowloon's custodian in turn. Pearne, a newcomer in the team saved Kowloon again and again at the beginning and even play followed for a time. The Kowloon goal had a narrow escape when Tan Chan Hin tried a backhand shot which struck one of the uprights. Angus in goal played soundly and although given plenty of work, handled it quite well. When play had proceeded about half way through the first half, Kwong Sau was ordered out of the bath for punching the ball. With one back marking two forwards, the Chinese found themselves hard pressed and eventually conceded a goal, which was scored by Lawson.

Immediately on resuming S. H. Wong took a long shot from half way but the leather went over. A melee outside the Kowloon goal found the ball inside the net, but instead of awarding goal, the referee ordered Leung Shiu Man out of the bath for waiting inside the two yards limit.

When play had proceeded about half way through the first half, Kwong Sau was ordered out of the bath for punching the ball. With one back marking two forwards, the Chinese found themselves hard pressed and eventually conceded a goal, which was scored by Lawson.

Shortly afterwards, Tan Chan Hin was ordered out of the bath for waiting inside the two yards line but there was no change in the score at half time.

Second Half.

The second half began with the Chinese playing six men as Tan Chan Hin had to keep out until a goal was scored. S. H. Wong managed to evade Pearne to give the Chinese the lead. Pearne was inclined to "play the man" more than to "play the ball" and these tactics cost the side the game.

The Chinese kept pressing in the closing stages of the game. The referee had occasion to warn players for moving before the whistle, but as both teams were "on their toes," so to speak, his warnings were unheeded and eventually Leung Shiu Man was ordered out of the bath for breach of this rule. S. H. Wong added two more goals before the end.

Final score Chinese "B" 4, Kowloon "B" 1.

Referee: Mr. Weyman.

SERIOUS TROUBLE BREWING IN AUSTRIA.

CLASH BETWEEN SOCIALISTS AND NATIONALISTS.

MINOR DISTURBANCES THROUGHOUT COUNTRY.

Vienna.—Last Sunday's battle between Socialists and Nationalists at Sankt Lorenzen, when several were killed and more than one hundred wounded, is taken by many as an indication that there is serious trouble brewing in Austria.

Both camps, the Nationalists and the Socialists, are said to be preparing for further trouble, while the Government sees apparently no reason to interfere. Both sides are vehemently accusing each other of the intention to force an issue by violence.

Home Defence Corps.

Unbiased observers cannot help coming to the conclusion that it is Nationalist organisations like the "Heimwehr," which means "Home Defence Corps," which are to be blamed in the first instance for the

trouble, having taken the initiative in these riots.

The Socialist leaders summoned a meeting and adopted a resolution placing the responsibility for the Sankt Lorenzen incident on the "Heimwehr," and protesting against the inactivity and evasive attitude of the Government. The resolution, in conclusion, declared that the time had arrived when organised Austrian labour was compelled to use force to prevent the country from being brought to the verge of chaos.

Meanwhile, minor clashes are reported from many places, including Vienna, where labour is dominant, while the members of the "Heimwehr" originate chiefly from rural districts.

A state of civil war, as painted by a number of people, is deprecated by the majority of the Press.

PASSENGERS.

Arrivals.

The following passengers arrived on Monday by the s.s. Empress of Asia from the North in addition to those whose names were published yesterday:—Mr. F. A. Lecke, Mrs. Lecke, Mr. Miller, Mr. E. A. Nelson, Mr. Voong Shih Ching, Mr. Bennett, Mr. Cousins, Mrs. Cotterman, Miss Cotterman, Miss E. Dawson, Rev. W. T. Featherstone, Mr. Fisher, Mr. S. F. Gaches, Mrs. E. M. Gaches, Mr. Wm. Long, Mrs. R. McClelland, Miss McClelland. The following cabin passengers arrived yesterday by the s.s. Athos II. from the North:—Mr. Van Calcar, Mr. C. Bourger, Mr. T. Saakura, Mr. and Mrs. C. L. Folian and 4 children, Lieut. Samson, Mr. Simon Greilhammer, Mr. Sylvain Greilhammer, Mr. Clerc-Renaud, Captain A. Evans, Mr. Leon Valentin, Rev. and Mrs. A. R. Knapp, Mr. and Mrs. Torcat, Mr. and Mrs. Mareal and 2 children, Rev. Pere R. D. Ress, Miss M. E. Doherty, Miss Tama Iwata, Miss C. M. Robertson, and Rev. Pere Gonzalez.

The following cabin passengers arrived yesterday by the s.s. Sphinx, from Marseilles and ports:—Mr. G. L. Blum, Mr. T. A. Beggs, Mr. Vi Kai, Mrs. G. L. Lap and 3 children, Mrs. Mac Ida D. Solobillings and Miss Workneche, Messrs. Debotch, Habbe Marlan, Haib Habbe Marlan and Gerbe Yessons, Mr. Dubois, Commandant and Mrs. Trignat, Mr. May, Mrs. Lucowicz, Mr. H. H. Hazelwood, Mr. and Mrs. Ayaz and child, Messrs. Muschat, Gollman and Schengum, Mr. Ferracci, Messrs. R. Ballet, Y. Hamanaka, C. Crane, C. R. Peavy, W. L. Moss, S. N. Schurtleff, M. M. Fairbank, Emile Chaloub, T. Ramchand, P. Mangaraj, and H. and Mrs. Chiba and 3 children.

The following passengers arrived yesterday by the s.s. Coblenz (Norddeutscher Lloyd) from Hamburg via ports:—Mr. J. Harrop, Mr. J. Duggan, Mrs. E. Duggan, and baby, Mrs. J. Atkinson and child, E. Langensiepen, Kuntz Yung, Wu Wei Chou, Dr. H. W. Boxer, A. S. Boxer, J. Boxer, D. S. Frank, V. R. Forbes, Gan Kim Seng, E. Heuser, M. Hogan, P. McGinn, L. Roger, E. Wyman, G. Henderson.

Departures.

The following passengers left yesterday by the s.s. Coblenz (Norddeutscher Lloyd) for the North:—Mrs. A. Gipperich, baby and amah, Mrs. A. Sweeney and infant, Mr. Sweeney, Miss S. Knapeel, Mr. Emil Gramatte, Mr. C. T. Lee.

The following European passengers left Hong Kong by the s.s. Athos II. for Marseilles and ports:—Mr. and Mrs. T. J. Christie and baby, Mr. J. A. Graham, Rev. Pere Alfred Jarreau, Mr. Donald Morgan, Mr. and Mrs. Delpech and child, Mr. Meuchem, Mr. Roger Leroy, Mr. J. Gourinclin, Mr. J. Pellac, and Mr. E. Hutse.

The following European passengers left Hong Kong by the s.s. Sphinx yesterday, for Shanghai:—Mr. F. H. F. M. Lommen, Mr. Bernis, Mr. J. Cochet, Mr. T. Shaw, Mr. T. Wood, Mr. J. O. B. Funt, Mrs. N. Kudakova, Miss H. Anderson, Miss Helen J. Henderson, Miss E. Ham, Mr. L. Ham, Mr. W. D. Ogilvy, and Mr. A. Hudson.

The following passengers left yesterday by the s.s. Empress of Asia for Manila:—Miss A. A. Bayaga, Lieut. W. H. Clifford, Mr. Chan Cun, Master Cheung Goad, Mr. Chia Sam Sen, Miss F. Canada, Mr. Chu Fong, Mr. Cheung Hoo, Mr. Stuart J. Fuller, Mrs. Ho She, Mr. N. C. Irvine, Miss K. Jorgensen, Mr. Kwong Pao, Mr. Kwan Kam Kong, Mr. Leung Koon, Mr. Lee Kan, Mr. Lui Ngai, Mr. Mariano Pape, Mr. Ng Min, Mr. Ng Chong, Mr. Quong Liong, Master R. Salonga, Master E. Salonga, Mr. and Mrs. E. Salonga, Mr. J. R. Tan, Mr. Tang Ah Ong, Mrs. S. S. D. Kwong, Mr. Wee Ah Kong, Master R. McClelland, Mr. J. Tepacle, Mr. E. Jackson-Cause, Mr. Tan Ching Kio, Mr. Kawahara, Miss D. A. Travis, Mr. V. H. Carver, Mr. and Mrs. Davey, Mr. H. Ferman, Mr. I. Feigley, Mr. (Continued at foot of next column).

THE BANDIT SCOURGE.

REMNANT HORDES.

Amoy.—Although the various units of the Bandit Suppression Forces have reached their respective destinations, no clash with the bandits has yet taken place. An order to launch a simultaneous attack against the bandits is expected to be issued to-day, however.

The outlaws under Mao Cheh Tung, a remnant horde of several thousand men, left Yangting for Kootse, a mountainous region in south-western Fukien, where they expect to hide themselves.

A Szwatow advice states that General Chen Wei Yuan attached Lungnan on the 18th instant. The Communists, under Chu Teh, offered a stubborn resistance, but the severe bombardment of the Government troops finally drove the outlaws towards Shanghai, which is the bandits' base of operations. In this engagement approximately 200 bandits were killed and many more wounded.

Aeroplanes are now being despatched to the districts between Lungnan and Shanghai for reconnoitering services.

THE COASTAL SERVICE.

CHANGES AND APPOINTMENTS.

Mr. T. A. Ellis, from reserve, has gone chief officer, Taming.

Mr. S. E. Ries, from reserve, has gone second officer, Taming.

Mr. L. M. Fisher, from reserve, has gone extra chief officer, Kintang.

Mr. W. T. D. Murphy, second officer, Kwangchow, has gone second officer, Kwangtung.

Mr. E. S. Candell, second officer, Kwangtung, is on reserve.

Mr. T. Goffon, chief officer, Fatsan, is on home leave.

Mr. A. J. White, chief officer, Kweichow, has resigned from the C. N. Co.

Mr. E. R. Graham, chief officer, Kanchow, has gone chief officer, Kweichow.

Mr. J. M. Hall, from home leave, has gone chief officer, Kanchow.

Mr. L. V. Howe, chief officer, Yingchow, has gone chief officer, Ninghai.

Mr. F. C. Webb, second officer, Sze chuen, has gone second officer, Anhui.

Mr. W. E. French, second officer, Anhui, has gone second officer, Sze chuen.

Mr. W. J. Belcher, chief engineer officer, Kinyuan, has gone chief engineer officer, Kintang.

Mr. D. McOmack, chief engineer officer, Kintang, has gone chief engineer officer, Kinyuan.

Mr. J. A. Duggan, second engineer officer, Taming, is on reserve.

Mr. T. Mitchell, from reserve, has gone second engineer officer, Taming.

Mr. J. D. Craig, second engineer officer, Yingchow, has gone second engineer officer, Hsin Peiping.

Mr. M. W. W. McNeill, from reserve, has gone chief engineer officer, Kintang.

Mr. E. V. Bishop, of the Hangang, has resigned.

Mr. L. H. Hutchings, chief officer, Hangang, has gone acting master, same ship.

Mr. V. Petherick, second officer, Hangang, has gone chief officer, same ship.

Mr. L. J. Stevenson, third officer, Hangang, has gone second officer, same ship.

Mr. R. E. Holden second officer, Fausang, is on reserve.

Mr. G. E. F. Beck, second officer, Kwaishan, has gone second officer, Fausang.

Mr. R. Winterston, chief engineer officer, Waishing, is on reserve.

Mr. B. H. R. Fookes, second engineer officer, Waishing, has gone acting chief engineer officer, same ship.

Mr. J. J. O'Callaghan, from reserve has gone second engineer officer, Waishing.—Shipping and Engineering.

Houston, Mr. and Mrs. Mershon, Mr. Schrader, Mr. Vellejo, Mrs. Nakayama, Mr. Suwa, Mr. Kubots, Mr. and Mrs. Misuno, Mr. and Mrs. Shimada, Mr. E. Nakano, Mr. Shing Sen Ngo, Mr. Shao Pin Chang, Mr. See Siz Ching, Mr. Soss, Mr. Verches, Mrs. Verches.



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TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 220 METRES.

1.45 p.m.—Weather report.

5.30 to 6.30 p.m.—Programme of Chinese music (records supplied by The Plesant Co.).

7.45 p.m.—Evening weather report.

8 p.m.—Evening programme.

(Regal records supplied by Messrs. Anderson Music Co., Ltd.).

H.M.S. Pinafore" (Sullivan).

Selection, B.B.C. Wireless Symphony Orchestra.

"Mother Machree" and "I Hear You Calling Me," Tenor, Richard Neller.

Waltz in A minor (Chopin) and "Chant Polonois, No. 15" (Chopin-Liszt), Pianoforte Solo, Edward Isaac.

"That's What Puts The Sweet In Home Sweet Home" and "Ever So Goosy" (Butler and Wallace), Comedians, The Two Gilberts.

"The Bronze Horse" (Auber), Overture, The Silver Stars Band.
"Virginia" and "The Magic Violin," Baritone, Tom Barratt.
"Dick Whittington—A Potted Pantomime," Regal Fantomime Co.
"March Of The Plumed Helms," and "Military Manoeuvres," March, Orchestre Militaire Francais.
"Les Millions D'Arlequin" (Greig), Serenade, and "Valse Triste" (Jean Sibelius), The Silver Stars Band.
"By The Waters Of Minnetonka" and "La Resita" (Dupont), Organ Solo, Emile Luther.
"La Boutique Fantasque," Selection, B.B.C. Wireless Symphony Orchestra, 10.30 p.m.—Close down.

NEW GIANT MOTOR LINER.

The White Star Line's new motor vessel Britannic, of 27,000 tons, was launched at Belfast on August 6. The ship is the first motor ship in the White Star fleet and the largest British motor ship.

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Going beyond the expected railroad services, The Milwaukee Road virtually "goes out to meet" visitors from the Orient. Its representative meets incoming ships and offers his help for the safe and advantageous transportation of those going East across the United States.

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SWATOW, SHANGHAI & TIENTSIN...	"SINKIANG"	On 28th Aug.	10 a.m.
AMOI, SHANGHAI & DALNY...	"CHENAN"	On 28th Aug.	5 p.m.
SHANGHAI	"TEAN"	On 29th Aug.	3 p.m.
HONGKONG, PAKHOI & HAIPHONG...	"CHEKIANG"	On 31st Aug.	11 a.m.
AMOI, SWATOW & SINGAPORE...	"KINGYUAN"	On 1st Sept.	8 a.m.
SWATOW & BANGKOK	"KAYING"	On 1st Sept.	Noon
SHANGHAI	"KANOHOW"	On 1st Sept.	3 p.m.
SWATOW, SHANGHAI & TIENTSIN...	"SHANTUNG"	On 3rd Sept.	Noon
WHEATZEL, CANTON & TIENTSIN...	"KUEICHOW"	On 3rd Sept.	2 p.m.
AMOI, SHANGHAI & DALNY...	"LINAN"	On 4th Sept.	5 p.m.
AMOI, SWATOW & BANGKOK	"ANKING"	On 8th Sept.	8 a.m.
HONGKONG, SINGAPORE & BANGKOK	"KWANGTUNG"	On 8th Sept.	10 a.m.
SWATOW & BANGKOK	"KWANGHONG"	On 8th Sept.	Noon
WHEATZEL, CANTON & TIENTSIN...	"HUICHOW"	On 13th Sept.	11 a.m.

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CHANGTE	11th October	18th October

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"CITY OF NORWICH"	via Suez Canal	3rd Oct.
"DARDANUS"	via Suez Canal	28th Oct.

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SPRING ... 24th Sept.	G. METZINGER ... 24th Sept.
ANGERS ... 8th Oct.	ANDRE LEBON ... 8th Oct.
G. METZINGER ... 22nd Oct.	PORTHOS ... 22nd Oct.
ANDRE LEBON ... 5th Nov.	CHENONCEAUX ... 5th Nov.
PORTHOS ... 18th Nov.	ATHOS II ... 18th Nov.
CHENONCEAUX ... 3rd Dec.	D'ARTAGNAN ... 3rd Dec.
ATHOS II ... 17th Dec.	ANGERS ... 17th Dec.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	AUGUST 26, 1929.										AUGUST 27, 1929.									
	BAROMETER AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND		WAVE (Height)	WAVE (Direction)	Hose Kose Time	BAROMETER AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND		WAVE (Height)	WAVE (Direction)			
	Isobars	Mills.			Direction	Force (Beaufort)				Isobars	Mills.			Direction	Force (Beaufort)					
Wladivostok...	12	29.70	75.4	65	...	ESE	4	r	6	29.49	74.9	63	...	N	2	c	...			
Nemuro	11	29.88	75.0	...	...	NW	1	...	5	29.35	74.5	...	...	ESE	3	...	...			
Hokodate	...	29.80	75.0	...	...	SE	3	...	...	29.65	75.0	...	...	...	0	...	...			
Tokio	...	29.80	75.0	...	...	...	0	...	...	29.65	75.0	...	...	...	0	...	...			
Kochi	...	29.80	75.0	...	...	SE	1	...	...	29.75	75.5	...	...	...	0	...	...			
Nagasaki	...	29.82	75.5	...	...	SW	4	...	...	29.75	75.5	...	...	SSW	4	...	...			
Kagoshima	...	29.86	75.5	...	...	W	1	...	...	29.76	75.0	...	...	...	...	...	...			
Oshima	...	29.88	75.0	...	...	NNE	1	...	...	29.86	75.5	...	...	...	0	...	...			
Naha	...	29.88	75.0	...	...	SSW	2	...	...	29.86	75.5	...	...	SSW	...	...	...			
Ishigakijima	...	29.86	75.5	...	...	SSW	1	...	...	29.86	75.5	...	...	SSW	...	...	...			
Bonin Island	...	29.92	76.0	...	...	WSW	1	...	...	29.90	75.5	...	...	WSW	...	...	...			
Chefoo	13	29.78	75.3	73	86	NW	2	...	6	29.78	75.4	68	95	W	1	b	...			
Shanghai	15	29.74	75.5	4	97	SW	1	b	...	29.85	75.1	77	92	NE	1	2	...			
Guttsiaf	...	29.81	75.2	86	88	SSW	4	b	...	29.90	75.4	78	92	ENE	2	0	...			
Sharp Peak	...	29.78	75.8	90	77	ESE	1	b	...	29.83	75.7	82	96	...	0	...	...			
Amoy	...	29.75	75.7	88	76	S	2	b	6	29.81	75.2	82	87	ESE	2	...	...			
Swatow	...	29.77	75.1	88	85	WSW	2	b	...	29.81	75.2	75	...	...	...	...	...			
Taiheku	11	29.82	75.5	90	68	W	2	b	5	29.85	75.1	77	92	ESE	...	...	...			
Taichu	...	29.85	75.1	90	...	WNW	2	o	...	29.80	75.6	75	...	...	...	...	...			
Tainan	...	29.81	75.2	82	...	...	o	r	...	29.80	75.6	75	...	...	...	...	...			
Koshun	...	29.80	75.6	81	...	NNE	4	o	...	29.81	75.2	79	...	...	...	...	...			
Pescadores	...	29.85	75.1	86	...	NNW	2	o	...	29.81	75.2	79	...	NNE	3	...	...			
Hong Kong	14	29.78	75.4	85	73	ENE	3	b	6	29.78	75.4	76	88	E	3	...	...			
Gap Rock	...	29.78	75.4	...	...	ENE	3	b	...	29.77	75.1	...	...	NE	3	...	...			
Macao	...	29.76	75.0	90	69	SE	2	b	...	29.74	75.4	79	90	SE	2	...	...			
Hoihow	...	29.78	75.4	83	79	E	4	c	...	29.75	75.7	79	91	ESE	2	...	...			
Pratas Island	...	29.76	75.0	90	69	SW	1	b	7	29.79	75.6	79	66	SSE	1	bf	...			
Phulien	16	29.71	75.4	84	...	E	4	b	...	29.76	75.0	77	...	SSE	2	b	...			
Tourane	...	29.80	75.6	77	...	SW	7	r	...	29.82	75.7	77	...	SW	4	o	...			
Cape St. James	...	29.80	75.6	...	...	SE	4	...	6	29.79	75.6	81	90	SE	4	...	...			
Basco	14	29.74	75.4	86	78	SE	4	o	...	29.79	75.6	75	91	S	2	b	...			
Aparri	...	29.72	75.4	86	...	SE	4	...	...	29.79	75.6	75	...	...	...	...	...			
Tuguegarao	...	29.71	75.4	86	68	WSW	4	o	...	29.76	75.0	77	91	WSW	1	o	...			
Vigan	...	29.72	75.4	86	68	WSW	4	o	...	29.78	75.3	77	96	...	...	...	...			
Manila	...	29.78	75.1	86	71	S	2	o	...	29.79	75.6	77	96	...	...	...	...			
Lepaspi	...	29.73	75.1	86	68	S	2	o	...	29.79	75.6	77	96	...	...	...	...			
Calbayog	...	29.75	75.7	86	65	SW	3	b	...	29.81	75.2	75	91	N	4	o	...			
Tacloban	...	29.74	75.4	86	68	S	4	o	...	29.79	75.6	77	92	S	4	o	...			
Iloilo	...	29.75	75.7	81	60	SW	4	o	...	29.79	75.6	79	76	SW	4	o	...			
Cebu	...	29.74	75.4	90	57	WNW	2	o	...	29.79	75.6	79	87	WSW	4	o	...			
Surigao	...	29.74	75.4	90	57	WNW	2	o	...	29.79	75.6	79	87	WSW	4	o	...			
Saipan	...	29.66	75.3	...	...	E	4	o	4.22	29.78	75.3	...	...	E	2	b	...			
Guam	12.22	29.66	75.3	...	...	E	4	o	...	29.73	75.1	...	...	NE	4	o	...			
Yap	11.00	...	...	...	...	...	...	...	5	29.73	75.1	...	...	...	...	...	...			
Pelew	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Ponape	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Labuan	14	29.79	75.6	86	88	NW	2	b	6	...	...	...	...	...	...	...	...			

August 27d. 11A. 13m.—Pressure is highest near the Bonins, and relatively low in a trough extending from Indo-China, across Luzon to the Ladrones. The depression is approaching Hokkaido.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.04 inch. Total since January 1, 56.14 inches, against an average of 64.42 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON AUGUST 28.

- 1.—Formosa Channel.
- 2.—South coast of China between Hong Kong and Lamocks.
- 3.—Hong Kong to Gap Rock.
- 4.—South coast of China between Hong Kong and Hainan.

Easterly or variable winds, moderate; fair to showery.

C. W. JEFFRIES, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, August 27.

	Previous Day	On Date	On Date
	at 4 p.m.	at 10 a.m.	at 4 p.m.
Barometer...	29.74	29.81	29.75
Temperature...	84	82	84
Humidity...	76	77	74
Wind...			
Direction...	E	E	WSW
Force...	2	2	1
Weather...	B	O	O
Rain...	0.00	0.00	0.00

Highest open-air Temperature, 29.85

Lowest open-air Temperature, 27.78

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

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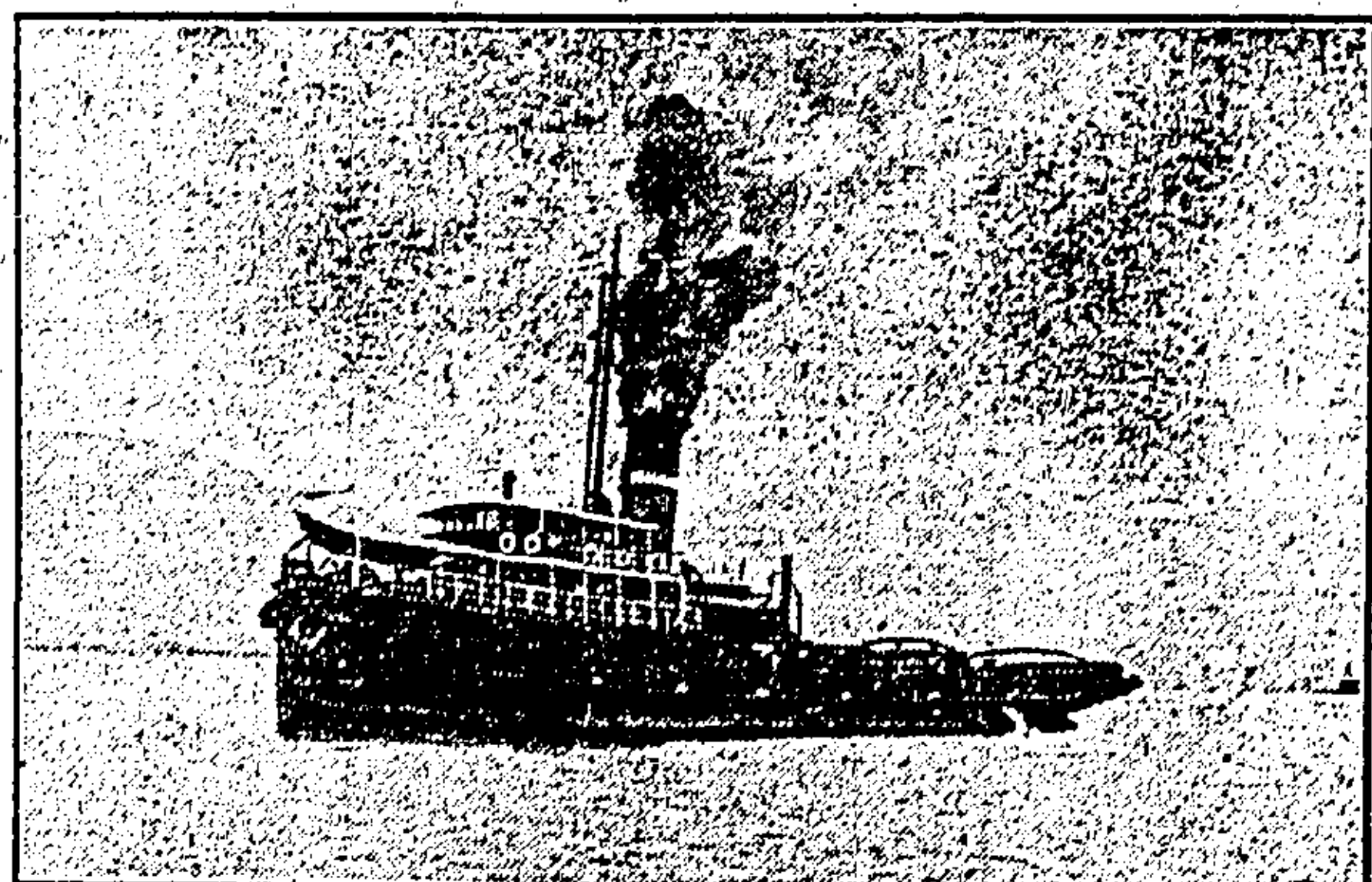
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SAILINGS SUBJECT TO ALTERATIONS

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG"	Sun., 1st Sept., at Noon
	"YATSHING"	Wed., 4th Sept., at Noon
	"CHAKSANG"	Sun., 8th Sept., at Noon
	"KWAISANG"	Wed., 11th Sept., at Noon
OSAKA via AMOI, MOJI & KOBE	"HOSANG"	Tues., 3rd Sept., at Noon
	"NAMSANG"	Fri., 20th Sept., at 7 a.m.
	"YENSBANG"	Tues., 1st Oct., at 10 a.m.
OSAKA via AMOI, SHAL, MOJI & KOBE	"KUTSANG"	Tues., 10th Sept., at Noon
SINGAPORE, PENANG & CALCUTTA	"SUISANG"	Mon., 2nd Sept., at 10 a.m.
	"KUMSANG"	Mon., 16th Sept., at 10 a.m.
SANDAKAN	"HINSANG"	Wed., 4th Sept., at 3 p.m.
	"MAUSANG"	Mon., 16th Sept., at 3 p.m.
TIENTSIN via WEI-PAI, WEI & NEWCHWANG	"CHEONGSHING"	Thurs., 5th Sept., at Noon
	"CHIPSING"	Tues., 24th Sept., at Noon

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Motor Vessel "GLENAPPE"	2nd October
Motor Vessel "GLENLUCE"	30th October
Motor Vessel "GLENBEG"	27th November

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Motor Vessel "GLENSHIEL"	29th August
Motor Vessel "GLENLUCE"	30th Sept.
Steamship "CARNARVONSHIRE"	27th Sept.
Motor Vessel "GLENBEG"	11th October
Steamship "PEMBROKESHIRE"	25th October

